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(UNCLASSIFIED TITLE)

MONTHLY PROGRESS REPORT NO. 18 DEVELOPMENT OF A SUPERSONIC TRANSPORT AIRCRAFT ENGINE

PHASE II-C

1 DECEMBER THROUGH 31 DECEMBER 1966



CONTRACT NO. FA-SS-66-8 (Competitive Data)

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# Pratt & Whitney Aircraft PWA FR-2239

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#### SECTION I SUMMARY OF PROGRESS

All of the contract requirements and program objectives have been met or exceeded with the completion of this month's testing.

Engine FX-163 has attained a maximum thrust of 58,800 pounds during a transient run and a steady-state thrust of 57,830 pounds. This engine demonstrated a takeoff TSFC of 1.74 which is 4% below the production rating. Engine testing has been accomplished with the No. 2 reverser-suppressor installed and a reduction of 5 PNdb below that predicted by the SAE method has been demonstrated which confirms the level used for the specification values.

The Preliminary Engine Model Specification for an 825 lb/sec airflow engine was given to the FAA and The Boeing Company on 16 December.

The FAA Supplementary E-gine Evaluation Task Force visited FRDC on 14 and 15 December to review the SST engine and rig test results since their visit on 16 and 17 November. Numerous meetings were held with Boeing and Lockheed personnel in a continuing effort to keep engine/airframe coordination current.

The following significant achievements have been made on the JTF17A-20 experimental engines:

Total engine time	154.55 hours
Total duct heating time	27.88 hours
Time at 2000°F and above	56.65 hours
Time at 2200°F and above at cruise (M 2.7, 65,000 ft)	14.27 hours
Heated inlet time	32.34 hours
Time at cruise conditions (M 2.7. 65.000 ft)	28.59 hours

#### SECTION II PROBLEM REPORT

No significant problems remained unresolved at the end of the period.

# SECTION III DESCRIPTION OF TECHNICAL PROGRESS

#### A. ENGINE DESIGN

#### 1. Fan

Layouts were completed that define those items which are necessary to permit installation of the prototype JTF17A-21 fan into one of the initial experimental engines. This modification consists of prototype blades, vanes and spacing, the initial experimental engine 1st-stage disk, a new 2nd-stage disk, and a modified intermediate and inlet case. The prototype inlet bellmouth and inlet instrumentation ring are incorporated in this design. Prior to layout completion, raw material drawings were prepared and released for advance material procurement.

#### 2. Compressor

All layouts that were required to define the incorporation of the prototype compressor into test rigs were completed.

#### 3. Primary Combustor

The design layouts on the primary combustor and the diffuser case were completed.

The design of the alternative film-cooled transition duct was established.

#### 4. Duct Heater

The design of the JTF17A-21 duct heater and the duct heater diffuser have been established. The duct heater diffuser case, and rear cases and liners have been defined.

#### 5. Turbine

The design of the JTF17A-21 turbine has been established. An alternative lst-stage blade has been designed.

The design of the turbine high spool rig for Phase III has also been defined.

#### 6. Shafts, Bearings and Seals

The design layouts for the No. 1 and 2 bearing compartment are complete. The No. 3 and 4 compartment designs have been defined.

#### 7. Accessory Drives

Studies were accomplished to define the modifications necessary to adapt the test stand starters and initial experimental engine gearbox arrangement for the first prototype engine.

#### 8. Fuel System

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The fuel and hydraulic system schematics were updated and redrawn for the JTF17A-21 engines in this report period.

#### 9. Control System

Through coordination with the vendor selected for the fuel control, the specific locations were determined for all fuel connections on the control base plate for the JTF17A-21L engine.

The final configuration of the hydraulic pump and the gas generator fuel pump was decided with the selected vendors.

The design of the duct nozzle feedback system has been defined and coordination of the connection to the fuel control with the verdor was initiated. Cable routing, pulley brackets, and cable tensioners have been established.

A preliminary design of an alternative reverser interlock using cams and cam followers was completed. The associated cable routing, pulley brackets, and cable tensioner have been defined.

The design of the inlet guide vane and Berodynamic brake actuator has been established.

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10. Electrical System and Instrumentation

Coordination of the low rotor speed pickup,  $\mathbf{N}_{\hat{\mathbf{I}}}$  , was completed with two vendors.

Coordination of the transducer for the duct nozzle position ind cator was initiated.

11. Reverser-Suppressor

Definition of the basic design of the JTF17A-21 revercer-suppressor and duct heater variable nozzle has been accomplished.

#### B. ENGINE TEST

		December Lime, hou				11-C hours	
Engine	FX-161	FX-162	FX-163	FX-161	FX-162	FX-163	Total
Total			16.66	87.41	47.55	19.59	154.55
Reated Inlet	10d	Lod	0	30.27	2.07	0	32.34
Cruise Condition	Period	Period	ð	26.94	1.65	o	28.59
= (8 = 2.7, 65,000 ft)						, —	
Duct Heater	Report	Report					
ictal	ber	ber	1.68	20.43	5.77	1.68	27.88
Craise Condition	December	December	0	6.17	0	O	6.17
(H = 2.7, 65,000  ft)							
Turbine Inlet Temperature		the					
2000°F and above	tr tr	r <del>,</del>	4.50	35.71	15.84	5.10	56.65
2100°F and above	ing	£ng	1.59	26.40	15.64	1.96	44.00
2200°F and above	testing	testing	0,63	18.41	5.85	0.75	25.01
2200°F and above at cruise conditions (M = 2.7, 65,000 ft)	NO.	Š O	O	14.27	0	0	14.27
2300°F and above			0.03	0.59	0.38	0.03	1.00

#### 1. Engine FX-161 - Disassembly Inspection

The engine was disassembled for inspection following the completion of the altitude inlet distortion program, reference PWA FR-2213. The engine, with the inlet instrumentation ring, is shown as it was returned to the assembly floor in figure III-B-1. All parts were inspected and reviewed in preparation for rebuild. The general condition of the parts was good.

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#### 2. Engine FX-163

Assembly was completed on 3 December, and the engine was delivered to sea level test stand A-4. See figure III-B-2. The major feature of this second build was the incorporation of the prototype design high compressor. A summary of all features included in this build is presented in PWA FR-2213.

The initial start was made on 5 December followed by a series of check runs. Cperation of the gas generator and duct heater was satisfactory with engine match and performance as predicted. The prototype compressor produced a marked improvement in performance. Design rotor speeds were obtained at very near the design turbine inlet temperature. A transient maximum thrust run was made on 7 December with data automatically recorded during acceleration to and deceleration from the predicted 57K point conditions. Analysis of the data revealed that a maximum thrust of 58,800 pounds had been achieved and that this build of FX-163 with the prototype compressor was capable of demonstrating Phase II-C performance goals; see paragraph III-B-3. The engine while running is shown in figure III-B-3.

The engine was visually inspected and the parts were in good condition. See figures III-B-4 and III-B-5. A hot section inspection followed, which included X-ray and zyglo examination of the 1st-stage turbine blades. The condition of the turbine was found to be good with only four minor discrepancies as follows:

- Four of the 24 instrumented lst-stage turbine vanes, one temperature-instrumented and three pressure-instrumented, showed evidence of slight distress. All noninstrumented vanes were in excellent condition. See figure III-B-6.
- Zyglo inspection of the 1st-stage turbine blades revealed a coating crack on one blade, and X-ray inspection indicated possible cracks in two other blades.

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3. Three small hot spots were evident in the primary combustor, one on a scoop and two along the OD trailing edge. See figure III-B-7.

The above-mentioned four instrumented lat-stage turbine vanes, were replaced with noninstrumented parts as a precautionary measure. In addition, a fifth pressure-instrumented vane was also replaced with a noninstrumented part. Four of the five replacements were TD Nickel.

Laboratory examination of one 1st-stage turbine blade revealed subsurface stress-rupture cracks. Blades of this type had accumulated a total of 96.0 hours of engine testing, including 87.4 hours in engine FX-161 prior to incorporation into FX-163-2. The entire stage was replaced with new blades pending more detailed examination of the remaining blades.

The small burn spots on the primary combustor were left untouched. Jet nozzle area was increased by 5% to rematch the engine to obtain design rotor speeds at design turbine inlet temperature.

Reassembly was completed on 10 December. Post-inspection check runs were completed, and on 11 December, a steady-state point at 57,830 pounds thrust and 2337°F TIT was achieved; see Performance, paragraph III-B-3. The engine is shown running in figure III-B-8.

The state of the s

External visual inspection of the engine revealed no evidence of damage to any parts. A hot section visual inspection of the turbine was made and revealed that all parts were in good condition. The TD Nickel vanes were unaffected by engine testing. The lst-tage turbine blades had rubbed lightly on the outer shroud but showed no evidence of damage. The burned areas on the primary combustor had increased slightly

Visual inspection was completed on 14 December, and reassembly was completed on 16 December with reverser-suppressor unit No. 2 installed. See figures III-B-9 through III-B-11.

On 27 December, cold and hot calibrations were completed with the reverser-suppressor in the forward thrust mode to evaluate the effect of the reverser-suppressor on performance and noise. Figure III-B-12 shows the engine running at 53,100 pounds of thrust with a TIT of 2200°F. There was no loss in performance from the reverser-suppressor when compared to running without the reverser-suppressor. The noise level at sea level takeoff conditions was 5 PNdb below that predicted by the SAE method.

III-B-3

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The reverser-suppressor was operated into and out of the reverse thrust mode at idle conditions. There was no suppression of engine speed nor any other adverse effects. Operation into and out of reverse was smooth and without incidence. Overall operation in both the forward and reverse modes was excellent.

The duct heater light, accomplished automatically, was exceptionally smooth and without incidence.

Visual inspection revealed no evidence of distress as a result of the above running other than a few cracked Z-stiffeners in the trailing edge of four tailfeather seals. See figures III-B-13 through III-B-18.

#### 3. Performance

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On 11 December, engine FX-163-2 was run at sea level to a stabilized thrust of 57,830 pounds at a TSFC of 1.94. In addition to the maximum thrust point a duct heater lit calibration was taken, at a lower turbine inlet temperature, to define the variation of thrust with duct heater fuel/air ratio. These data, summarized in figure III-B-19, show that at the JTF17A-20 production thrust of 57,000 pounds the TSFC would be 1.74 compared to the guaranteed TSFC of 1.81.

On 27 December, nonaugmented and augmented calibrations were completed in order to evaluate the effect of the reverser-suppressor on performance and noise. There was no loss in performance from the reverser-suppressor when compared to running without the reverser-suppressor.

The noise level at sea level takeoff conditions was 5 PNdb below that predicted by the SAE method.

Figure III-B-20 compares the engine match point for engine FX-163-2 with the design goal and with the match point of earlier engine builds. The high compressor in engine builds prior to engine FX-163-2 exhibited a surge line well below the design goal. The lower surge line required the engine to be run with turbine vane areas much larger than optimum to lower the operating line, resulting in a loss in turbine efficiency and reduced rotor speeds. Engine FX-163-2 incorporated the prototype JTF17A-21 compressor which as a rig demonstrated a surge line and efficiencies better than the design goals.

Table III-R-1 compares the measured component performance of engine FX-163-2 with the predicted components for the production JTF17A-20.

Table III-B-1. Component Comparison

·	FX-163-2	JTF17A-20
· · ·		Production Engine
$W_a \sqrt{s_{T2}}/s_{T2}$	671	650
$E_1/\sqrt{\theta_{T2}}$	6400	6160
N <sub>2</sub> /å T3	7010	7.050
Gas Generator Airflow	295	283
Bypass ratio	1.27	1.30
P <sub>T3</sub> E/P <sub>T2</sub>	2.64	2.50
P <sub>T3</sub> D/P <sub>T2</sub>	2.86	2.70
P <sub>T4</sub> /P <sub>T3</sub>	4.76	4.77
η <sub>Fan ID</sub>	0.84	0.90
η <sub>Fan OD</sub>	0.78	0.82
η <sub>Comp</sub> .	0.86	0.86
ΔP <sub>4-5</sub> /P <sub>T4</sub>	0.063	0.063
Turbine Inlet Temperature - °F	2337	2300
η <sub>T High</sub>	0.86	0.87
η <sub>T LOW</sub>	0.86	0.875
FN - 1bs	57,830	57,000
TSPC	1.94	1.81
Duct Heater F/A ratio	0.064	0.060
Duct Discharge Temperature - °F	3200	3100
TSFC	1.74*	
Duct Heater F/A ratio	0.057**	
Duct Discharge Temperature - "F	3100*	
*for FN = 57,000 1b		

#### 4. Materials and Fabrication

Long-time stress rupture and creep rupture testing on candidate SST materials has been completed.

III-B-5

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A list of candidate materiels, the proposed applications in the SST design, and the limiting creep and stress design criter; a are tabulated as follows:

Material	Application	Limiting Creep, %	Design Criteria Greep and Stress Rupture Temp Range, *F	High Time Specimen, hr
Astroloy (PWA 1013)	Disks	0.1	1200-1400	4745
Waspaloy Sheet (PWA 1030)	Cases	0.5	1200-1600	5113
Waspaloy Porgings (PWA 1016)	Disks, Shafts, Hubs	0.1	1100-1300	3587
Inco 718 Sheet (PWA 1033)	Ducts, Cases	0.5	1000-1200	3220
L-605 Sheet (AMS 5537)	Ducts, Liners	0.5	1400-1800	5203
Hastelloy X Sheet (AMS 5536)	Burners, Ducts	0.5 .	1400-1890	4761
IN-100 (PWA 658)	Blades, Vanes	1.0	1400-1800	4950
Inco   525	Duct, Liners		1200-1500	1800
TD Mickel (PWA 1035)	Vanes		1700-2100	2023
Titanium (PWA 1202)	Blades	0.1	700-900	7541
PWA 664	Blades	1.0	1400-1800	3060
A-110 (ANS 4910)	Cases	0.1	700-900	4052

The results of long-time stress rupture and creep testing of Waspaloy Sheet are plotted in figures III-B-21 and III-B-22. Results for all other alloys have been reported prior to this report.

Material	Stress Rupture Figure No.	Creep Figure No.
Astroloy (PWA 1013)	*	*
Waspaloy Sheet (PWA 1030)	III-B-21	III-B-22
Waspaloy Forgings (PWA 1016)	*	*
I-718 Sheet (PWA 1033)	*	*
L-605 Sheet (AMS 5537)	*	*
Hastelloy X Sheet (AMS 5536)	*	*
IN-100 (PWA 658)	*	*
Inco 625	*	*
TD Nickel (PWA 1035)	*	*
PWA 664	*	*
Titanium (PWA 1202)	*	*

\*Testing completed. Curves in previous reports

#### 5. Sulfidation and Oxidation-Erosion Testing

Sulfidation testing is being continued on the most promising candidate SST materials and costings. The following is a summary of sulfidation testing conducted at accelerated test conditions of 1.0 ppm NaCl content in air, maximum sulfur content allowed (0.3%) by PWA fuel specifications 522 and specimen metal temperature of 1800°F.

Material	Coating	Protection,	
PWA 1035 (TD Nickel)		1250	
PWA 664	PWA 47	1350	
PWA 664	PWA 64	1850	
PNA 658 (IN-100)	PWA 64	1150	
FNA 658 (IN-100)	*	2500	
PWA 1035 (TD Nickel)	.*	1350**	

\*NWA number has not been assigned \*\*Testing of specimens to date.

A graphic presentation of these data is shown in figure III-B-23. The results to date of the sulfidation testing are: (1) PWA 1035 (TD Nickel) coated with the newly developed coating showed excellent sulfidation protection after 1350 hours of total testing, (2) PWA 658 (IN-100) coated with the newly developed coating showed excellent sulfidation protection after 1350 hours of total testing, (3) PWA 658 (IN-100) and PWA 664 coated with PWA 664 showed excellent sulfidation protection after 850 hours of retesting.

Long-time oxidation-erosion testing of candidate SST materials and coatings (also other materials and coatings for comparison) continued at 1800°F specimen metal temperature. The results to date for the following materials and coatings are: (1) PWA 658 (IN-100) coated with PWA 58, and PWA 664 coated with PWA 47 showed excellent oxidation-erosion protection after 1500 hours of testing; (2) PWA 657 (SM 302) coated with PWA 45 showed excellent protection after 750 hours of testing; (3) PWA 1035 (TD Nickel) coated with PWA 62 showed excellent protection after 750 hours of testing; (4) PWA 664 and PWA 658 coated with PWA 64 showed excellent protection after 650 hours of testing. A graphic presentation of these data is shown in figure III-B-24.

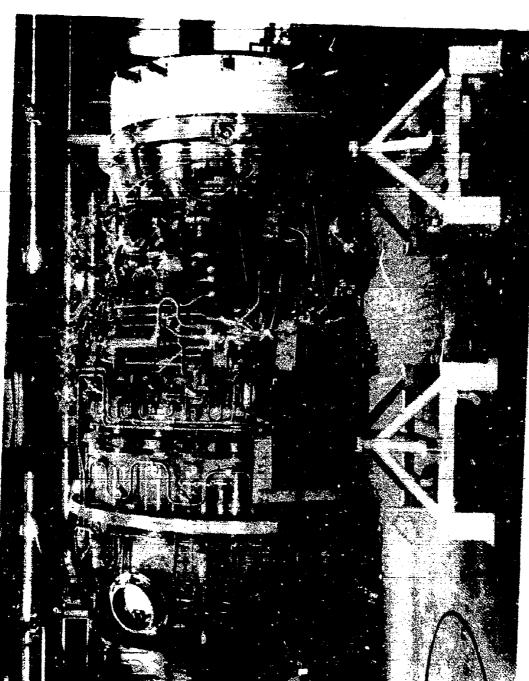


Figure III-B-1. Engine FX-161-5 Prior to Teardown

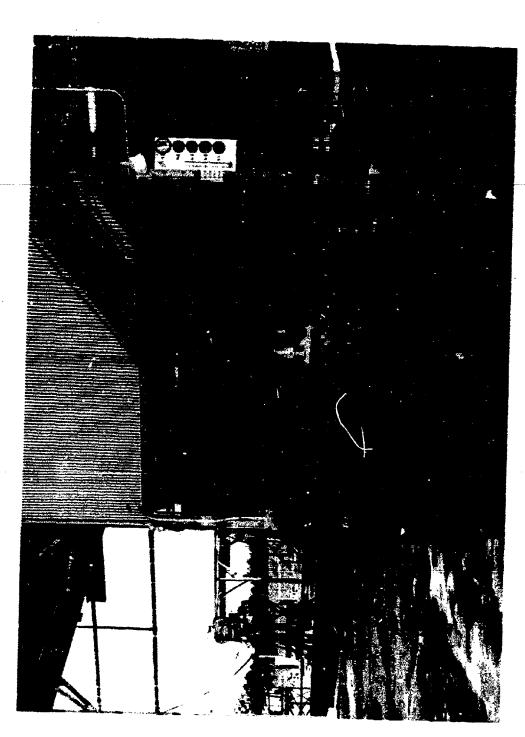


Figure III-B-2. Engine FX-163-2 in Sea Level Test Stand A-4

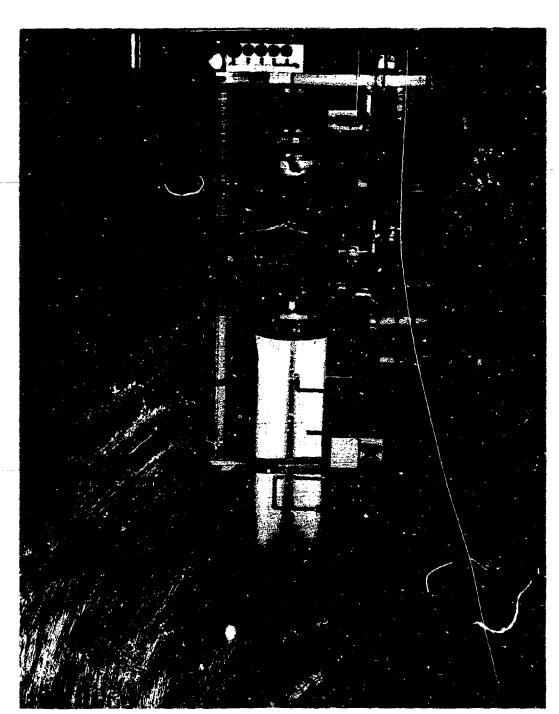
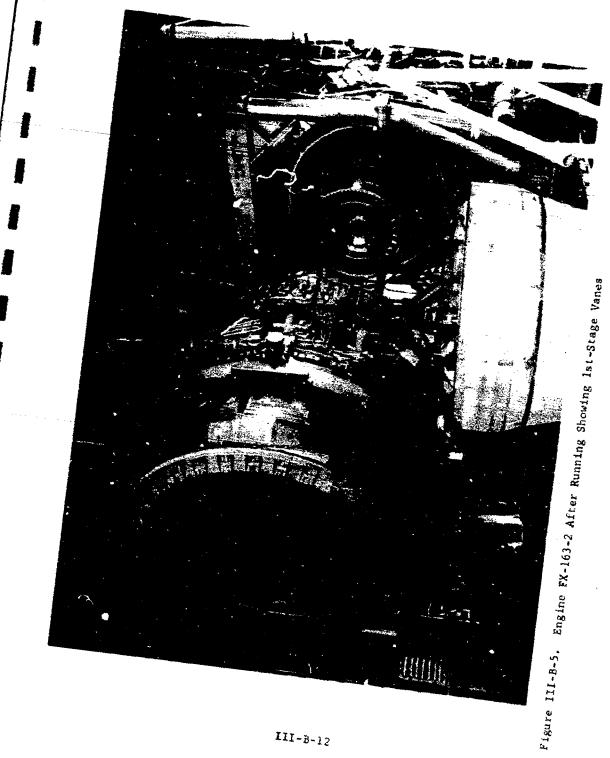


Figure III-B-3. Engine FX-163-2 Running in Test Stand A-4

Figure III-B-4. Engine FX-163-2 After Running

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Engine FX-163-2 1st-Stage Turbine Vanes Looking Forward Figure III-B-6.



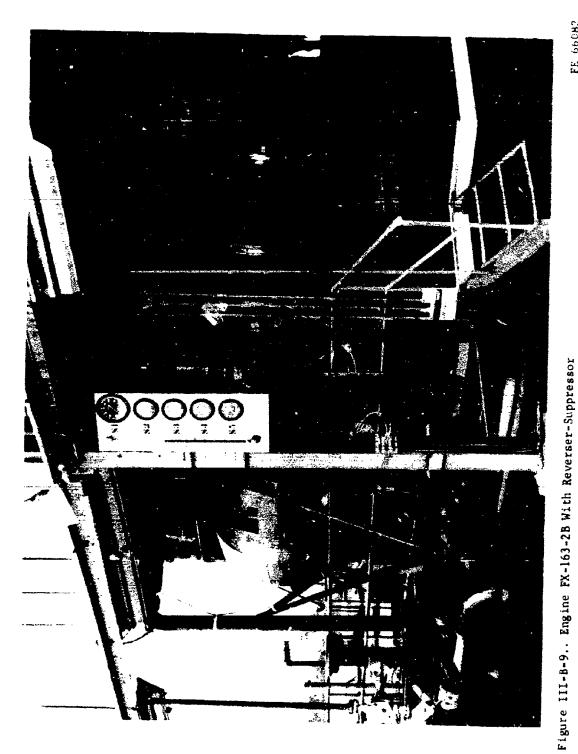




Engine FX-163-2 Primary Combustor Showing Slight Burning Figure 111-8-7.

Figure III-8-8.. Engine FX-163-2 Operating at 57,830 lb Thrust

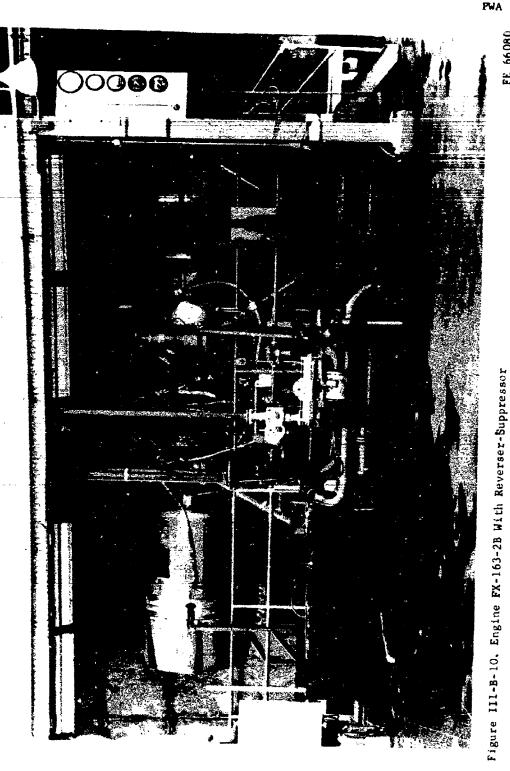
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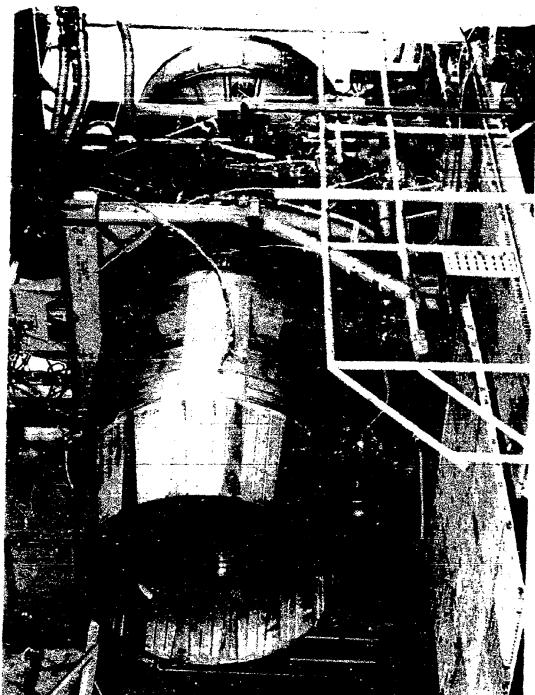


Figure III-8-11, Engine FX-163-28 With Reverser-Suppressor

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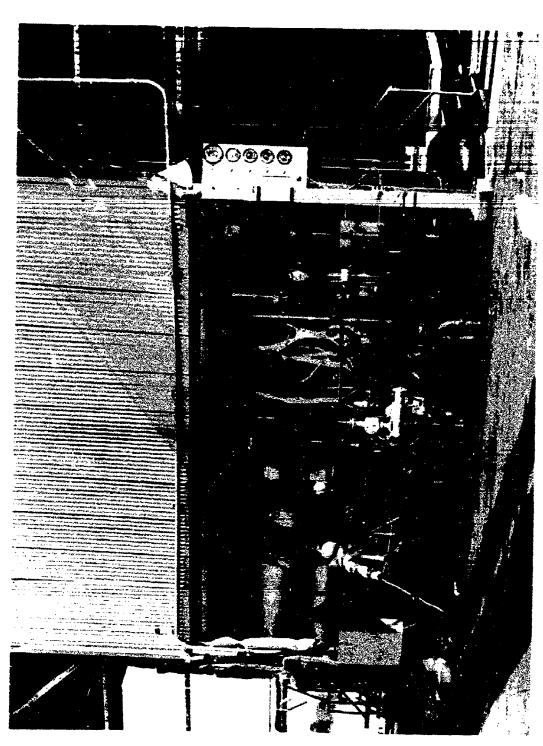


Figure III-8-12. Engine FX-163-2B While Running With Reverser-Suppressor

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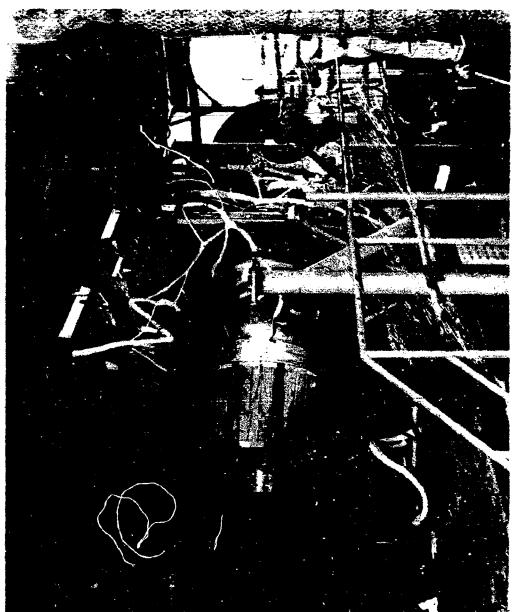


Figure III-B-13. Engine FX-163-2B After Running with Reverser-Suppressor

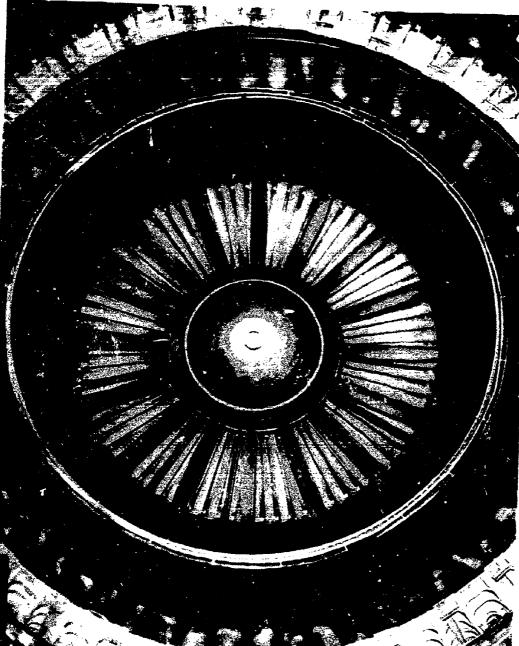


Figure III-B-14. Engine FX-163-2B - View From the Rear After Testing

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Figure III.8-15. Engine FK-163-28 Reverser-Suppressor Upper Clamshell After Testing

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Figure III-B-16, Engine FX-163-2B Reverser-Suppressor Lower Clamshell After Testing

公子是是一种的人,我们是是一种,他们是是是是一种,他们是是一种,他们们是一种,他们们是一种,他们们的一个,他们们们的一个,他们们们的一个一个一个一个一个一个一个

Figure III-B-17. Engine FX-163-2B Left Side View FE 66460 of Reverser-Suppressor Exit Flaps
After Testing
III-B-24



Figure III-B-18. Engine FX-163-2B Right Side View FE 66461 of Reverser-Suppressor Exit Flaps After Testing III-B-25

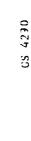
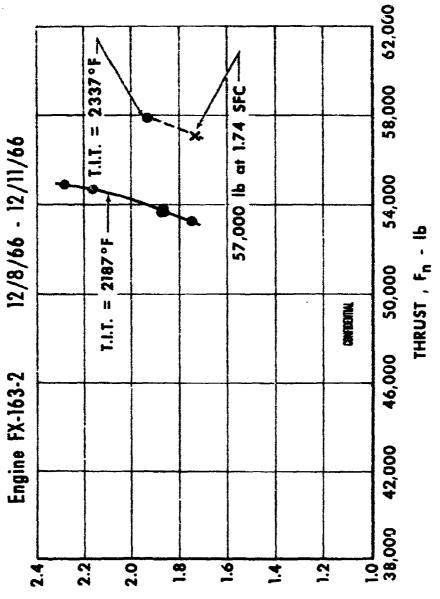


Figure III-8-19. Demonstration of JTF17A-20 Production Thrust Rating



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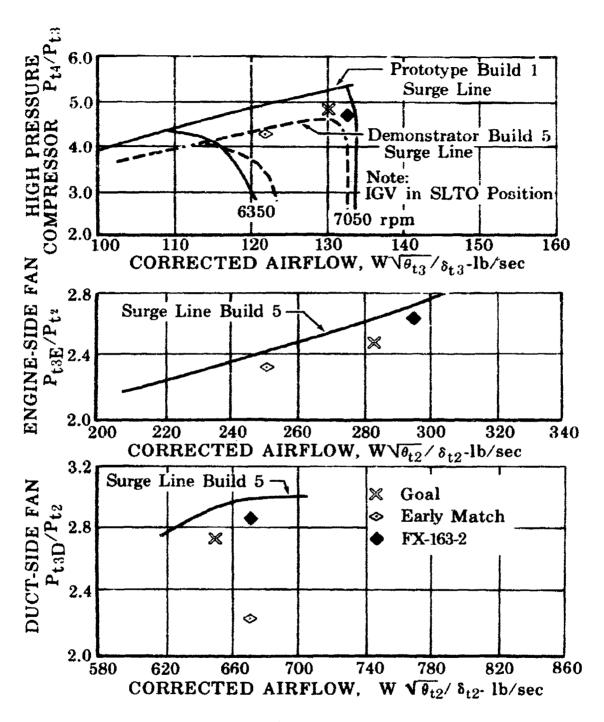


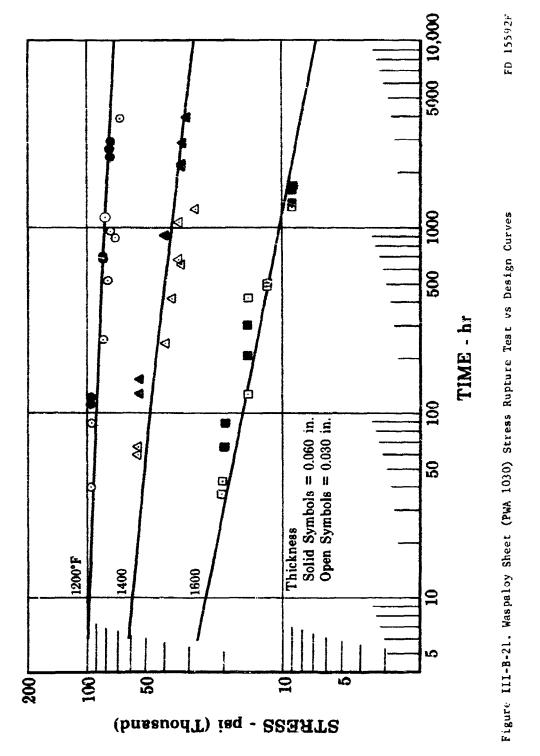
Figure III-B-20. Engine Performance Summary

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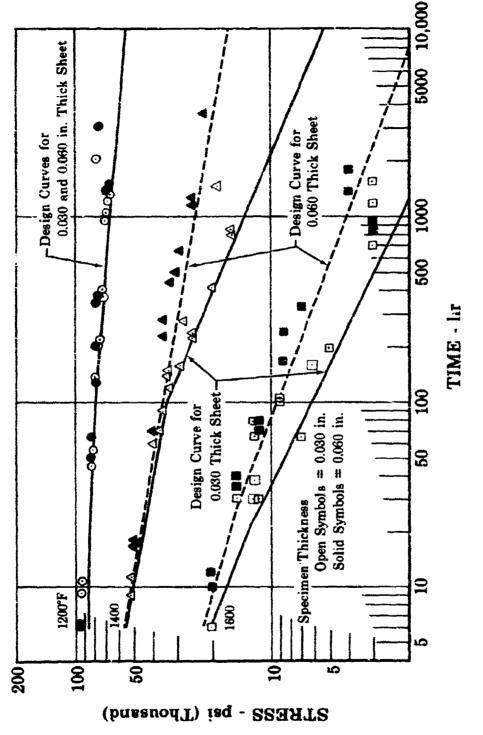
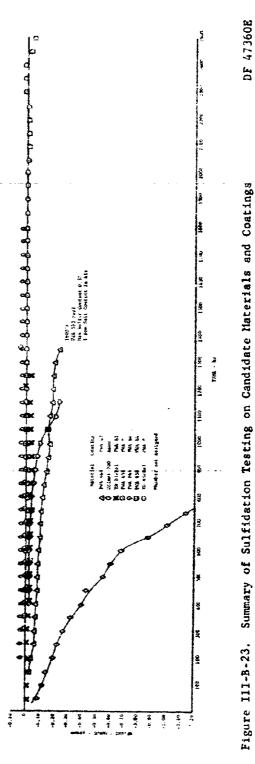
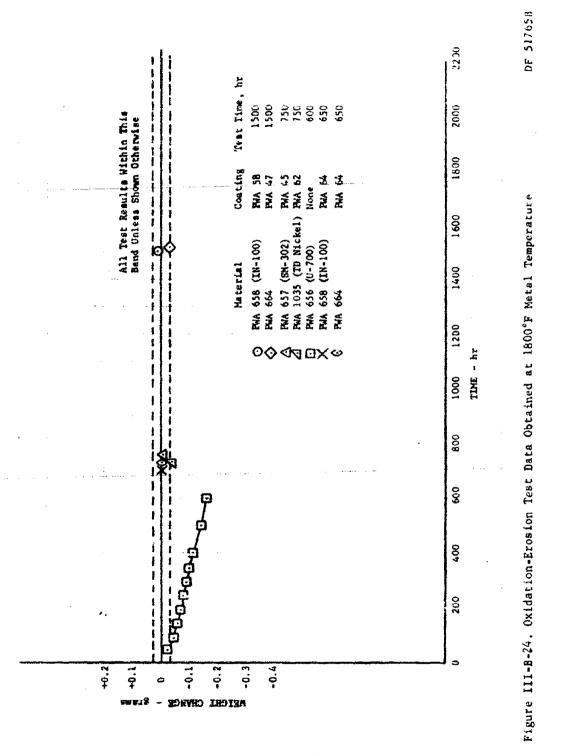


Figure III-B-22. Waspaloy Sheet (PWA 1030) 0.5% Creep vs Design Curves (Revised)



111-B-30



III-B-31

C. COMPRESSOR

1. 0.6-Scale Pan Rig

December

Phase II-C Total

Test Time

22.6 hours

584.6 hours

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Build No. 12 of the 0.6-scale fan rig ran a partial performance calibration early in December. This build incorporated the redesign 1st- and 2nd-stage blades, which are a revised version of the build No. 7 blades. The 1st-stage blades are similar to the build No. 10 1st-stage blades, which were made by reoperating build No. 7 blades. The 2nd-stage blades incorporate a closed leading edge root and an opened leading edge from 30% span, relative to build No. 7.

Engine stream performance at design speed was the best demonstrated to date. A peak pressure ratio of 2.67 was reached at an efficiency of 87%, which is 4.5% higher than build No. 5. Peak efficiency at cruise was 90%. This performance is shown in the compressor map of figure III-C-1. Surge margin at cruise was lower than previous builds.

Fan stream performance was lower than build No. 5. Total airflow was down approximately 1.5% below design value at design speed. The surge point was approximately on the build No. 5 surge line. Peak efficiency was 5% below build No. 5, while cruise efficiency was the same. This performance is shown in figure III-C-2.

For the same overall rig pressure ratio, the 1st-stage blade average pressure ratio was 1.78 as compared to build No. 5 with 1.61, build No. 7 with 1.65, and build No. 10 with 1.74. The design goals of the 1st-stage blade have been reached. Analysis of data indicates that the 1st-stage vanes are stalled. This appears to be the cause of the low duct side efficiency and may be the cause of the low fan stream overall surge margin and engine surge margin at cruise.

Rig testing was terminated by failure of a 1st-stage blade approximately 3 inches above the root. Measured stresses during the test were 6000 to 7000 psi, which is well within the 10,000-psi limit for steady-state running. The fatigue failure progressed from the base of an angular exide-discolored area approximately 0.031 in. in length at the

trailing edge. The fatigue crack progressed approximately 50% through the airfoil before the failure terminated in tensile-shear. The fracture face is shown in figure III-C-3. The crack at the base of the defect from which the fatigue initiated is shown in figure III-C-4. The internal material defect was not detected by X-ray and fluorescent penetrant inspections to which the blade was subjected. Exact cause of the material defect could not be determined but may have been a lap or an internal burst during fabrication of the bar stock from which the blades were made.

Damage to the rig was moderate for this type of failure. Most of the lst-stage blades suffered impact damage, but no other blades were broken. Approximately 10% of the lst-stage vanes required replacement, and other vanes required minor blending. Approximately 50% of the 2nd-stage blades were reusable with only minor impact damage. Damage to the 2nd stage and exit vanes was very light with only minor blending required.

2. Full-Scale High Compressor Rig

December

Phase II-C Total

Test Time

0.00 hours

114.50 hours

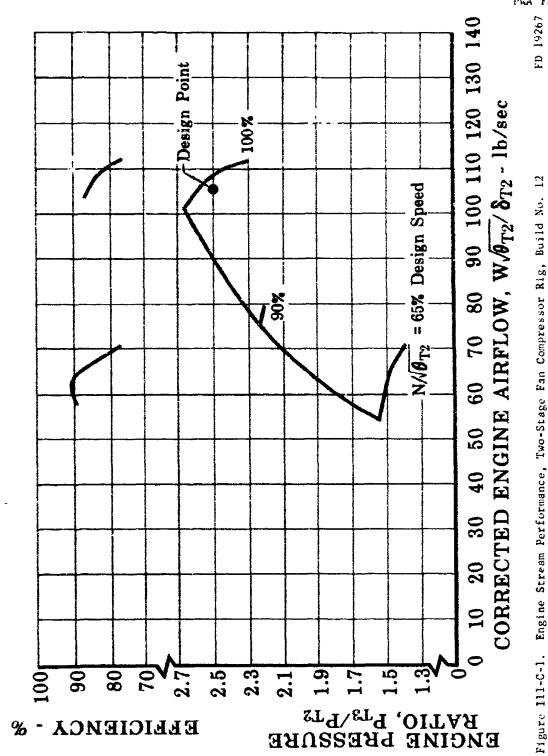
Compressor rig testing was suspended after the successful test of the first build of the prototype compressor, as documented in PWA FR-2213. New stator assemblies of engine-quality material were fabricated for an engine test of this compressor, since those of the compressor rig were made of 347 stainless steel and were not structurally adequate for engine tests.

The excellent performance of this compressor in the engine test allowed a demonstration of 57,830 pounds of thrust, corrected to standard day inlet conditions. The compressor, at the maximum thrust point, was operating at 86% efficiency and 4.76 pressure ratio with 132.5 pounds of airflow; see figure III-C-5.

III-C-2

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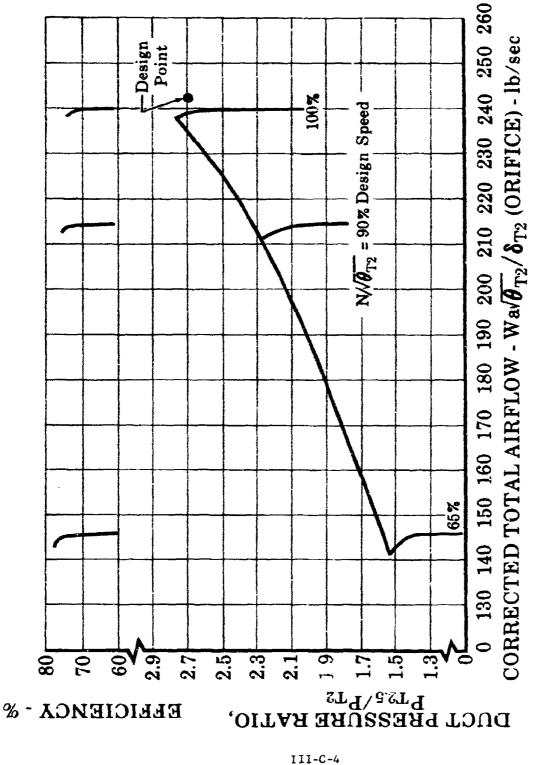




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Figure III-C-2. Fan Stream Performance, Two-Stage Fan Compressor Rig, Build No. 12

FD 19266

H-61317

1 Transporter +

2× MAG:

CLOSE-UP OF FRACTURE SURFACE SHOWING FATIGUE (BRACKET A) PROGRESSING FROM LIP (ARROW) AT TRAILING EDGE, BRACKET B INDICATES TENSILE-SHEAR PORTION OF FAILURE.

Figure III-C-3, 0.6-Scale Fan Rig 1st-Stage Blade Showing Fracture Face

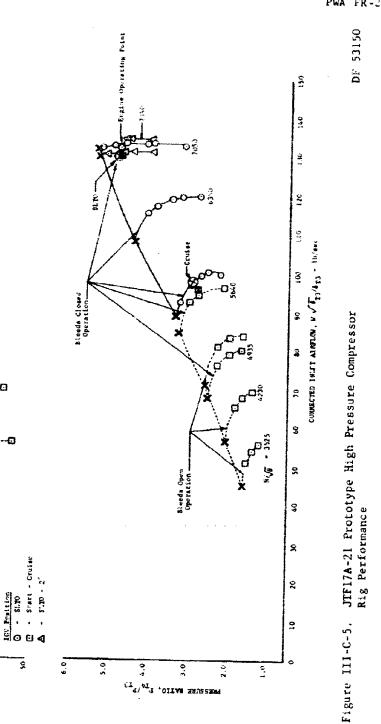


FICHANT: KROLL'S REAGENT

MAG. 500X

PHOTOMICROGRAPH OF PLANAR SECTION THROUGH TRAILING EDGE SHOWING INTER-GRANULAR CRACK (ARROWS) AT BASE OF LIP (BRACKET).

Figure III-0-4. 0.6-Scale Fan Rig 1st-Stage FM 18306 Blade Showing Crack



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· Surge Points · Protetype Coals

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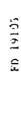
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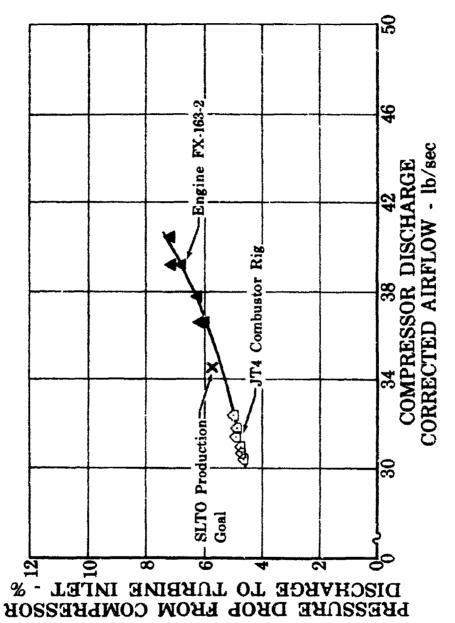
#### D. PRIMARY COMBUSTOR

	December	Phase II-C
Full-Scale Rig Test Time Full-Annular Rig Test Time	0	372 hours
JTF17	0	5.36 hours
Related Technology	Ð	65.8 hours

Sea level testing on FX-163-2, with improved primary combustor instrumentation, has provided excellent pressure loss data for correlation with the modified JT4 annular rig data. The relationship between pressure drop  $(P_{T4} - P_{T5}/P_{T4})$  and corrected airflow for the JTF17 engine and the annular primary combustor rig is shown in figure III-D-1. These results indicate that the JTF17 production goal shown in the same figure can be met.

The original combustor incorporated in FX-161 is the high time part with 87.41 hours and is still suitable for continued testing.





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Figure III-0-1. Primary Combustor Pressure Drop

III-D-2 CONFIDENTIAL

# Pratt & Whitney Aircraft

PWA FR-2239

E. TURBINE

1. Thermodynamic Cascade Rig

December

Phase II-C Total

Test Time, hours

29.36

475.31

Heat transfer tests of alternate JTF17 turbine airfoils were completed this month with testing of the lst-stage baffle blade. A review of all lst-stage blade test data still indicates that the P6WA two-piece Thermal Skin Ist-stage blade is the most desirable blade for use in the JTF17 engine. Test results of this blade were reported in PWA FR-2213.

## Pratt & Whitney Aircraft PMA FR-2239

### F. AUGMENTOR

December

Phase II-C Total

Full-Scale Rig Test Time

0 hours

44.97 hours

A total of 27.53 hours of engine testing has been accumulated on the duct heater (with a maximum fuel, air ratio of 0.058) in addition to the 44.97 hours previously accumulated on the full-scale annular rig, resulting in a total duct heater test time for Phase II-C of 72.50 hours.

The duct heater provided the necessary augmentation for engine FX-163-2 to exceed the JTF17A-20 production thrust of 57,000 to. The duct heater operation was excellent throughout the entire testing of engine FX-163-2. Successful ignition was obtained on all 10 lights on FX-163-2 for a total of 78 successful lights in Phase II-C engine testing, without a single failure to light.

## G. EXHAUST SYSTEM

The static pressure tap cruise test program has been completed and data are undergoing analysis. Comparison of measured-to-predicted pressure distributions on the engine plug and the reverser-suppressor clamshells and trailing edge flaps is shown in figure III-G-1. The general close agreement between the measured pressures and the theoretical pressures, which were used to establish the exhaust system pressure loads, substantiates the validity of the cruise structural design. The slightly different shroud pressure ratios indicate that a small performance improvement (approximately 0.001 C<sub>fp</sub>) may be possible through revised contouring of the shroud.

The scale model reverser test program conducted to investigate reverser performance targeting and flow characteristics has been completed. Flow visualization studies indicate that acceptable reverser targeting patterns can be established with the existing reverser-suppressor design. Figure IMI-G-2 shows an inverted "Y" pattern which is compatible with airframe requirements. This was achieved by blocking the bottom center reverser door. Other reverse targeting patterns which may be desirable can be obtained by similar techniques.

The Boeing wing/nacelle model tests have been completed. Close agreement was obtained with previous Boeing Company tests of a similar installation. Figure III-G-3 presents a comparison of the installed and isolated exhaust system performance at Mach 0.8 and 0.5 conditions. The installed performance levels were higher than the isolated levels. The reasons for this performance improvement may result from the relative placement of the exhaust nozzle, the wing trailing edge, and the adjacent nacelle. The possibility of nacelle and wing mutual interaction contributing to improved performance warrants further investigation.

Reverser-suppressor unit No. 2 was installed on engine FX-163 in sea level test stand A-4 on 12 December. Instrumentation as described in last month's report was provided. There was no discernible effect on performance; the JTF17 meets the sea level takeoff performance goals with or without the reverser-suppressor installed. Operation in the reverse mode and all transitions into and out of reverse at idle were smooth and without incident. Visual inspection revealed no signs of distress.

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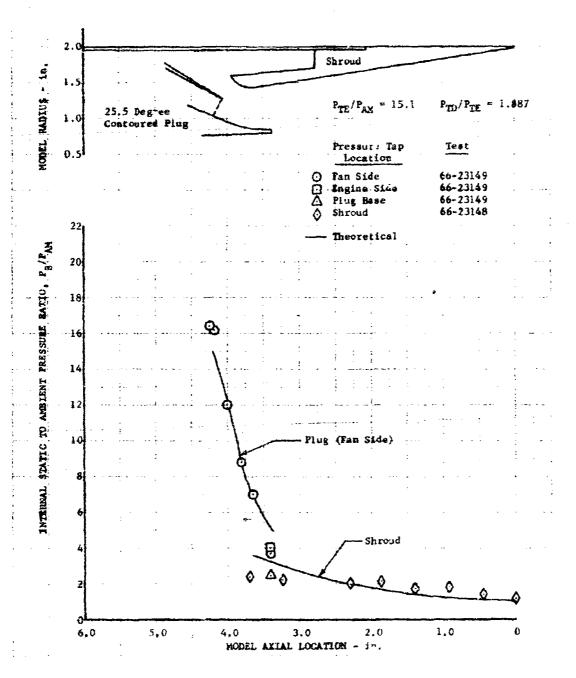
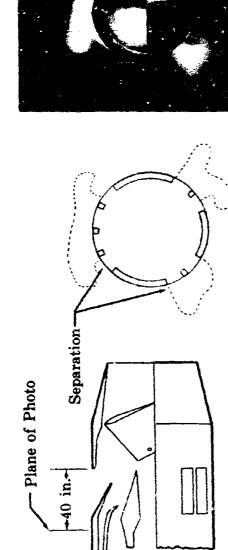
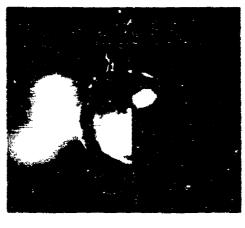


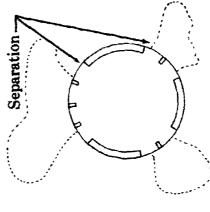
Figure III-G-1. JTF17 Exhaust System Supersonic Cruise Pressure Distributions

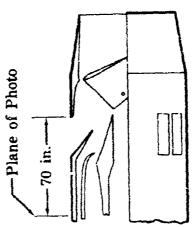
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Reverser Flow Visualization Study Sealevel Static









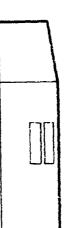


Figure III-6-2. JTF17 Exhaust System Reverser Targeting



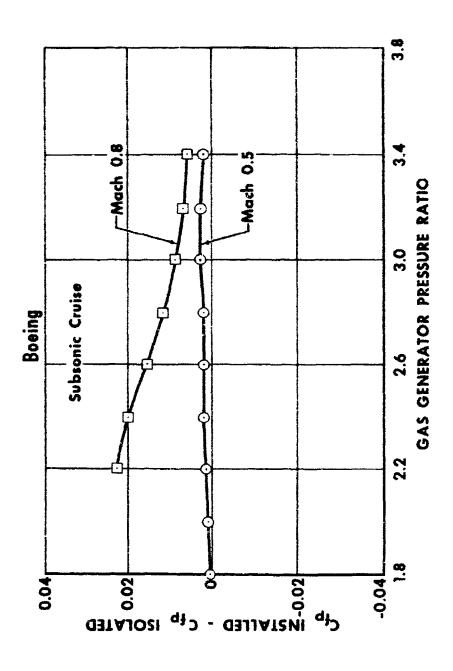


Figure 111-6-3. JTF17 Exhaust System Installed Performance

- II. CONTROLS
- 1. Initial Experimental JTF17A-20 Control System
- a. Engine Gas Generator Control

The CJQ1 gas generator controls continued to operate satisfactorily on the initial experimental engines. The Build 1 (prototype) high compressor design revised the gas generator fuel requirements so that the original control schedules were still valid, thus negating the requirement for revised fuel schedule cams. The modulating inlet guide vane (IGV) schedule was changed for the new compressor to a two position schedule (start or takeoff). As a result, the inlet guide vanes were operated manually on engine FX-163-2 rather than with the gas generator control. The CJQ1 gas generator controls successfully completed the Phase II-C program with virtually no problems.

b. Duct Airflow Computer (Breadboard)

The Hamilton Standard S/N I breadboard computer was bench tested at FRDC and exhibited excessive hysteresis in the actual  $\Delta$ P/P sensor portion of the control. The unit was returned to Hamilton Standard for investigation. The hysteresis measured during HSD tests was a maximum of 1.1% of total range, well within allowable limits. After acjustment, the unit will be returned to FRDC.

The S/N 2 unit is available at FRDC and is engine ready.

- c. Duct Fuel Controls
- (1) Modified JFC-51 Duct Fuel Control

The modified JFC-51 control, installed on engine FX-161, successfully completed the engine altitude test. An AA-MI control has been assigned for the next build of engine FX-161.

(2) AA-M1 Heater Fuel and Nozzle Area Control

Bench calibration of AA-M1 control S/N D07C001 was completed, and the control is assigned to the next build of engine FX-161.

The reduced gain integrator cam, the  $\rm T_{T2}$  bias cam, and the revised fuel flow cam were installed in AA-M1 control S/N D07C002. AA-M1 controls S/N D07C001 and S/N D07C003 also incorporate these cams.

AA-MI control S/N D07C003 was received from Ben ix, bench tested at P6WA, and delivered to engine FX-163-2. Control operation was satisfactory during the engine test. An oscillograph trace showing control system operation at maximum augmentation is presented in figure III-H-1. A tabulation of data recorded during a four-point performance calibration on engine FX-163-2 is shown in table III-R-1. These data indicate good computed total airflow control.

Table III-H-i. Engine FX-163-2 Performance

	Point 1	Point 2	Point 3	Point 4	
Duct Heater Fuel Flow - lb/hr	66,034	72,430	90,369	95,955	
Fan Speed - rpm	6122	6130	6170	6138	
High Compressor Rotor Speed - rpm	8144	8129	8111	8114	
Duct Nozzle Area - ft <sup>2</sup>	8.85	8.89	9.30	9.32	
$(P_T - P_S)/P_T Error - %$	2.06	-0.66	0.66	2.72	
Equivalent Total Airflow Error ~ 7	0.212	-0.070	0.070	0.283	

#### d. Quick-Fill

The breadboard quick-fill system was operated on engine FX-163-2, using various manifold pressure sense location points to determine the effect on the fill sequence. In addition, the Zone II pilot valve piston land was underlapped. The fuel manifold pressure sensor level adjustments were varied in both the Zone I and Zone II systems to determine the optimum settings. The quick-fill system performed satisfactorily by filling the duct system zone plumbing.

#### e. Duct Fue! Pump

The duct fuel pump for engine FX-163-2 was operated on the engine test stand at 97,000 pph fuel flow and 1130 psig discharge pressure prior to being delivered to the engine. This test was conducted to demonstrate that the pump and test facility were capable of delivering adequate fuel flow during the engine test.

During a duct heater performance calibration on engine FX-163-2 on II December, the fuel pump supplied 96,000 pph.

III-H-2

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#### f. Ignition

The JT12, 4-joule, low tension ignition system with JTF17-type shunted gap igniters fully demonstrated the ability to meet the JTF17 prototype engine ignition requirements. The gas generator was successfully ignited 139 times, and the duct heater ignited 78 times on JTF17 experimental engines. Twenty-eight gas generator and 19 duct heater lights were achieved at simulated altitude conditions.

- 2. Prototype JTF17 Engine Control System
- a. Unitized Fuel and Area Control

Hamilton Standard and Bendix Products Aerospace Division were in competition throughout Phase II-C for the unitized fuel and area control contract. An evaluation of the proposed controls and the capabilities of the respective companies was conducted and, in late November, both vendors were advised that Hamilton Standard has been selected. Procurement of long-lead-time parts for the control was initiated with Hamilton Standard on 1 December.

A review was held with Hamilton Standard to discuss all the requirements of the unitized fuel and area control. Hamilton Standard made an intensive study of the schematic concept and provided considerable simplification with minor control performance penalties.

Detail design was actively pursued during December with the component parts of the control being sized for maximum anticipated engine growth.

## b. Digital Electronic Airflow Computer

The Hamilton Standard Division, the selected vendor for the alternate digital electronic airflow computer, proceeded with detail design and installation studies. This unit is designed to mount directly on the unitized fuel and area control and replaces the hydro-mechanical section performing the same functions.

## c. EPR Control

The Eclipse Pioneer Division was selected as the vendor for the airframe-mounted electronic EPR control that is offered as optional equipment with the hydro-mechanical un tized fuel and area control.

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## d. FRDL Computer Studies of the JTF17 Control System

The four-engine SST aircraft cockpit simulator was revised to combine the latest detailed Poeing inler simulation with a more detailed single engine simulation. This simulation was used to determine the effectiveness of engine airflow trim to match engine airflow to inlet airflow and to ensure that engine transient rotor speeds were compatible with the inlet dynamics.

Figure III-H-2 illustrates the inlet response to a maximum rate transient from maximum augmented to idle to maximum augmented at cruise conditions. There was little overshoot or undershoot in rotor speed and the inlet shock was closely maintained to the desired position. For this transient, the inlet bypass doors were partially open allowing the shock to be repositioned to the steady-state desired location although engine airflow had been reset in the increased direction.

Figure III-H-3 illustrates the engine/inlet response to a duct heater blowout and a resultant power lever recycle. The shock position moved toward the engine face, which caused the inlet bypass doors to fully close; then when the power lever was retracted, the shock position moved forward. The bypass doors remained closed during the shock transition. PIA was readvanced and original operating conditions re-established after approximately 20 seconds.

#### c. Ignition

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では、日本のでは、日本には、日本のでは、日本

The General Laboratory Associates, Inc. has been selected to provide the JTF17 prototype ignition system, exciters, and harness. Champion Spark Flug Company has been selected to provide the spark igniters for the JTF17 engine. These selections were made based on the proposals received in response to the P&WA purchase specifications. The GLA system electrical schematic and installation drawing has been coordinated and found compatible with the JTF17 requirements.

## f. Hydraulic Pump

Pesco Products Division of Borg-Warner Corporation was selected to provide the JTF17 prototype hydraulic pump. A suitable pump configuration and engine installation has been coordinated with Pesco.

## g. Gas Generator Pump

Chandler Evans, Inc. was selected to provide the JTF17 prototype gas generator pump. Coordination of the pump requirements and engine instal.

lation has been completed with CECO:

FD 19277

			<b>├</b> _+								
		ı/in.		e e e e e e e e e e e e e e e e e e e			Zone 11 - 196 pst/in. -Zone I Quick Fill Pressure - 366 pst/in.	Zone II Fill Pressure . 193 rat/in	28 V. in.	"Yz Pressure Swith	in the second se
Fran Discharge Ft - 6.23 psi/in.	Duct Nozzle Position - 12 ft./in.	Total 24,830 pph/ln   Fra Discharge Ps - 5.93 pst/in	W Zone II - 14.563 pph/in. W Duct Hoster No. 2 Total - 23,890 pph/in.	definition of the property of	manufactur freque - 465 pst/in.	Transfer 1 208 pairin	Pzone II - 196 pst/in	AP Barr. 010 Ratio	P. tento In. Pr. Pressure - 37 ps.//in	Zone II Shutoff Pressure	ow Flow - 2500 pph/in. 2
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Figure IlL-H-L. JTF17 Control System Operation of FX-163-2

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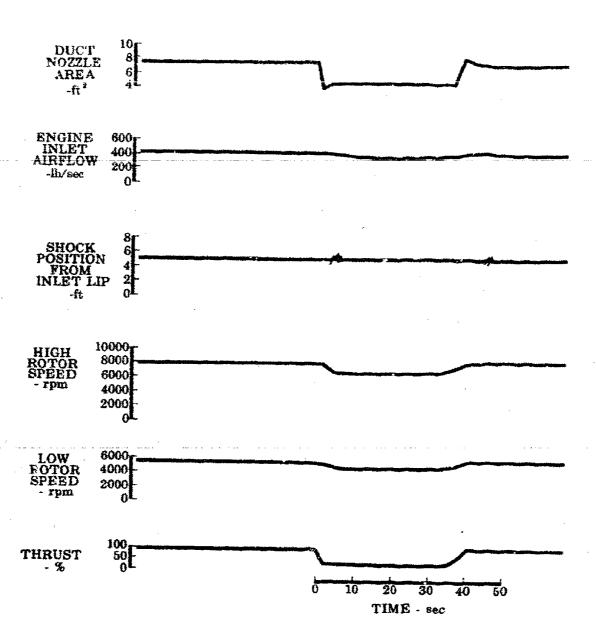


Figure III-H-2. JTF17 Response to PLA Modulation PD 19276 from Maximum Augmented to Idle to Maximum Augmented at Cruise

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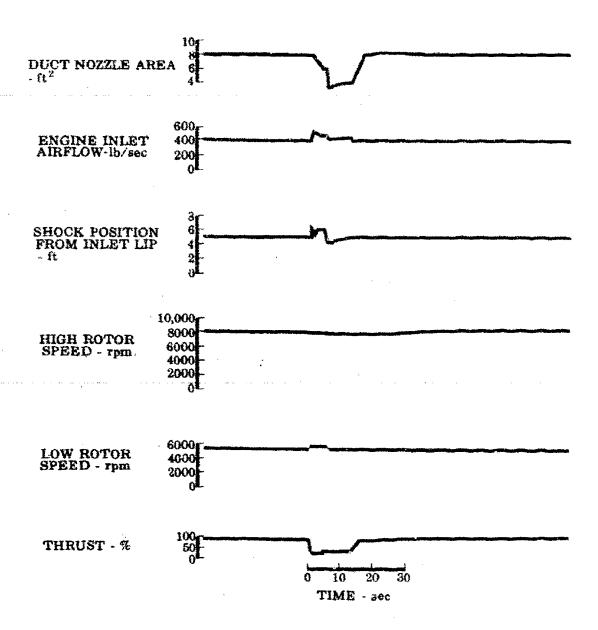


Figure III-H-3. JTF17 Response to Duct Heater FD 19268
Blowout and FLA Recycle at
Cruise

III-H-8

## 1. BEARINGS AND SEALS

No rig development testing has been accomplished on bearings and scale during this report period.

### J. FUELS AND LUBRICANTS

#### 1. Fuels

Fuel coker tests on aviation kerosene have continued to centime that fuel delivered to FROC is meeting the purchase specification requirements. This monitoring also confirms that the thermal stability is maintained during storage and delivery to the experimental JTF17 engines.

December activities included attendance at the ASTM Committee D-2 on Petroleum Products and Labricants Meeting at Houston, Texas. FRDC representation was included at the Technical Division J, Section I Fanel on Supersonic Fuel meeting.

#### 2. Lubricants

Laboratory tests were continued on candidate lubricants to ensure conformance to specification requirements.

#### K. INLET SYSTEM COMPATIBILITY

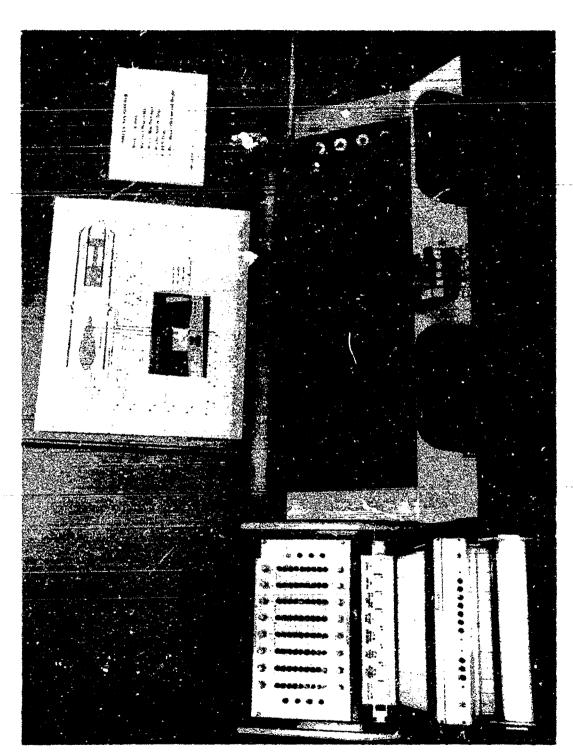
### 1. Engine/Inlet Compatibility

The JTF17 engine/inlet cockpit dynamic simulator was demonstrated to the FAA. This detailed engine/inlet dynamic simulation includes flight crew provisions for cruise trim and adjustment of engine pressure ratio (EPR), inlet spike position, and bypass door position. See figure III-K-1. Extensive analysis of automatic and manual engine/inlet modes of operation is proceeding with the JTF17 engine/inlet cockpit dynamic simulator.

A JTF17 engine and control digital dynamic simulation for the U.S. Air Force Aero-Propulsion Laboratory is complete and has been transmitted.

The improved IBM system 360, JTF17 digital dynamic simulations for both airframe manufacturers are near completion. A UNIVAC system 1108, JTF17 digital dynamic simulation is being prepared for engine control studies by Hamilton Standard.

The Lockheed California Company has completed an updated inlet simulation for the P&WA engine/inlet compatibility study.



JTF17 Engine/Inlet Cockpit Dynamic Simulator Figure III-K-1.

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#### L. NOISE

The resonant liner test section, described in PWA FR-2213, was tested in the East Hartford reverberation chamber. The test section was constructed as shown in figure III-L-1 to simulate the first 29 in. of the fan duct that is shown in figure III-L-2. For the first section to be tested, the acoustic treatment was uniform over the entire surface of the model.

Analytical studies indicate that even greater attenuations are possible if certain variations are made to sections of the walls and flow splitter. As an example, a system of patches, each treated to attenuate different frequencies, would increase the overall attenuation. For a second method, the downstream section of the duct could be designed for the lower sound pressure level because of the attenuation by the upstream section.

Preliminary analysis of the data obtained from the reverberation chamber tests indicates that present test section treatment, together with changes in blade-vane spacing, will meet the prototype design goal of 12 db fan noise attenuation. Figure III-L-3 shows the effect of velocity on attenuation from the resonant liner with a treated flow splitter. The net effect is an increase in overall attenuation as the velocity increases to 400 ft/sec, which was the design point. Figure III-L-4 shows the beneficial effect on attenuation of adding a treated flow splitter as compared to no flow splitter. This too results in broader spectral attenuation, and consequently better overall sound suppression.

Initial tests to determine the reflection of rearward propagated fan noise because of a density gradient in the fan discharge duct were completed. Results to date and analytical studies by Dr. Ingard indicate that significant reduction in fan noise may be expected when the remperature ratio across the burner is greater than 4 to 1.

The study program for evaluating psycho-acoustic reactions to jet noise with impressed "pure tones" has been delayed.

The acoustical analysis of the single jet noise models referred to in PWA FR-2213 has been completed and is summarized in figure III-L-5 through III-L-10. The final analysis of the data recorded during this test series continues to substantiate the selection of the 4-lobe, 50% penetration, long-length mixing nozzle as the optimum configuration to be incorporated in the prototype engine design. The nozzle performance and reduction in jet noise level for this configuration, presented in figure III-L-5, clearly show that the Indicated reduction in jet noise can be achieved with virtually no loss in nozzle performance in a properly designed exhaust nozzle system.

During the above-mentioned series of tests, several models with non-coplaner, coangular center bodies were evaluated. A comparison of the 4-lobe, 75% penetration, long-length mixing nozzle with noncoplaner center bod—exhibited a 2.5 PNdb reduction in jet noise level over a similar

without a center body. This reduction in jet noise may be attributed a commutar mixing phenomenon of the basic JTF17 exhaust system which has shown a 3 PNdb reduction in jet noise from the level predicted by the SAE method.

Acoustical data recorded during the recent full-scale demonstration of maximum thrust on engine FX-163 without a reverser-suppressor showed a reduction in noise level of 3 PNdb, figure III-L-11, relative to the noise level predicted by the SAE method. Figure III-L-12 shows the octave band sound pressure levels recorded during engine FX-163 maximum steady-state thrust point and the corresponding levels from the SAE prediction method. It is apparent from these data that the maximum difference in sound pressure level occurs in the center octave bands and reflects the relatively short potential cone which is characteristic of the noncoplaner coaxial system used in the basic JTF17 exhaust nozzle design. With reverser-suppressor unit No. 2 installed on the engine, there was a 5 PNdb reduction in noise level below that predicted by the SAE method. (Reference figure III-L-11.) No discernible effect on performance was evident. The JTF17 engine meets the sea level takeoff performance goals with or without the reverser-suppressor installed.

## Pratt & Whitney Aircraft

PWA FR-2239

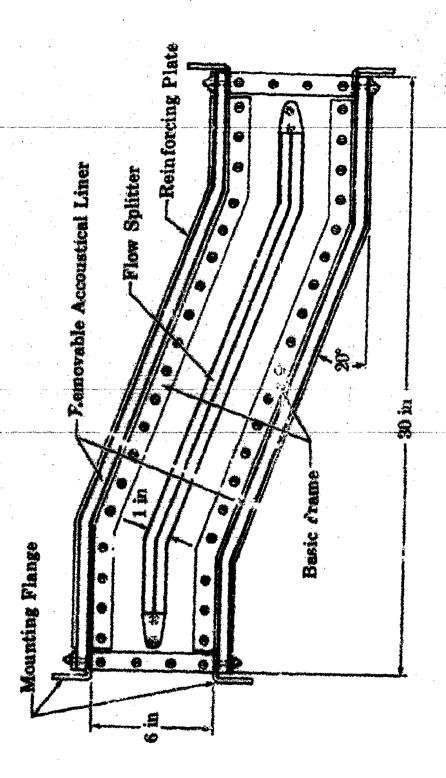
Full-scale testing of a J58 engine with the 4-lobe mixing nozzle and blow-in-door ejector installed, has been completed. An extensive run program was scheduled that evaluated the acoustical performance of the nozzle over a relative jet velocity range of from 1600 to 2700 ft/sec. The acoustical data and nozzle performance are shown in figures lil-t-il and III-L-14, respectively. These data, when compared to predicted levels, show a maximum of 4.5 PNdb attenuation with no loss in nozzle performance.

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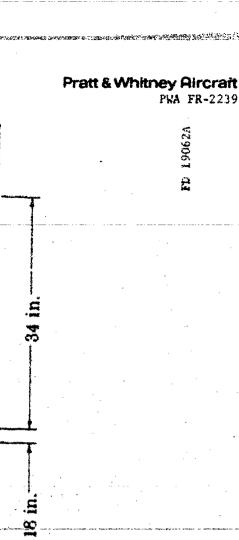
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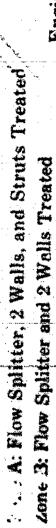


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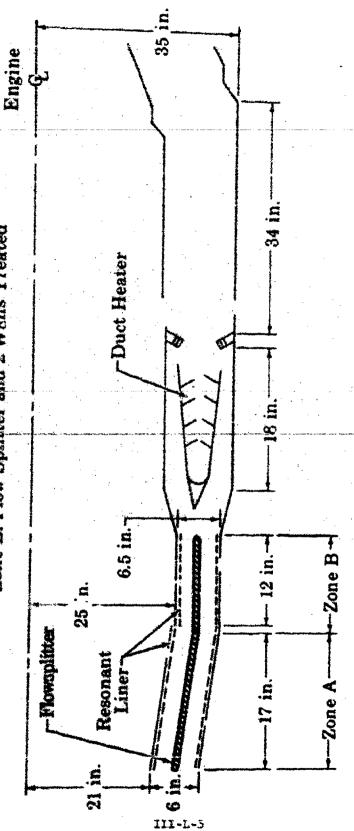
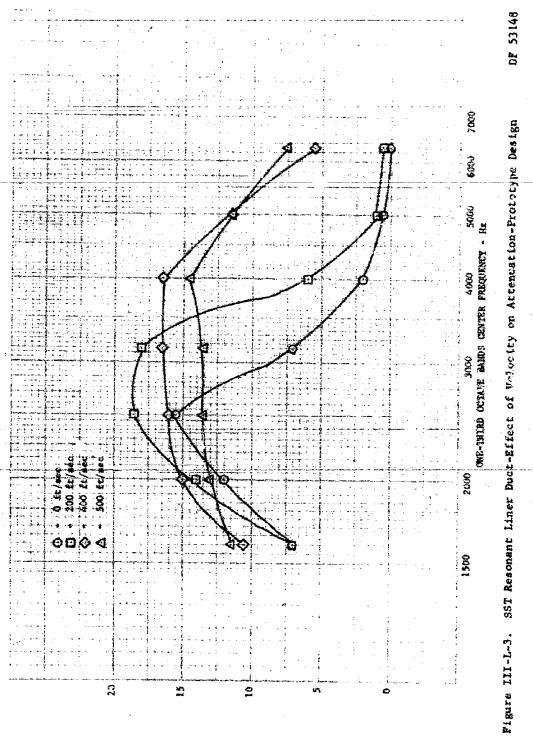
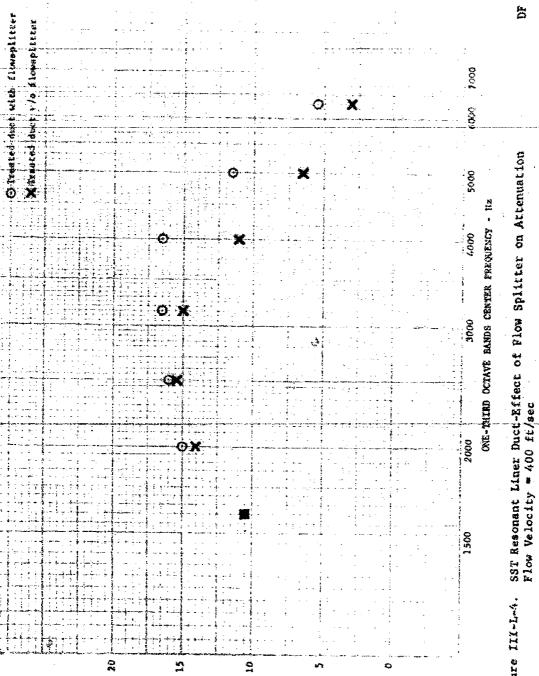


Figure III-L-2. Fan Noise Absorption Liners



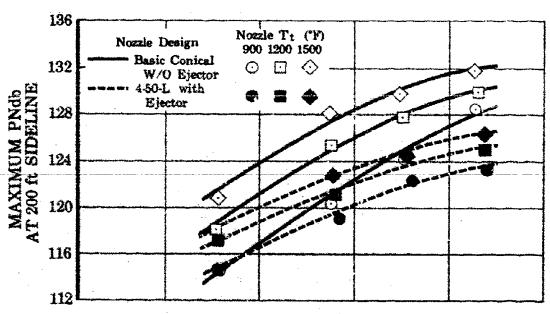
III-L-6





III-L-7

FD 19265



Note: The model data represented have been scaled to full J58 engine size and normalized to a 5.7 ft<sup>2</sup> effective jet area.

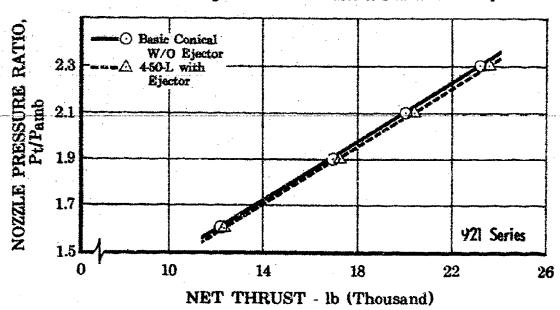
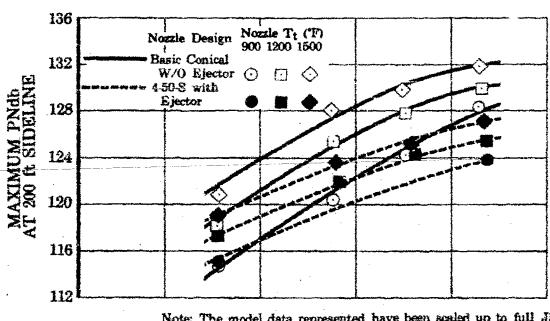


Figure III-L-5. Performance of Turbojet Mixing Nozzle Models - 921 Series

III-L-8



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Note: The model data represented have been scaled up to full J58 engine size and normalized to a 5.7 ft<sup>2</sup> effective jet area.

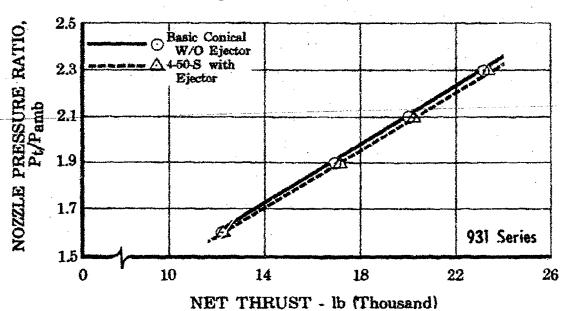


Figure III-L-6. Performance of Turbojet Mixing FD 19264 Nozzle Models - 931 Series

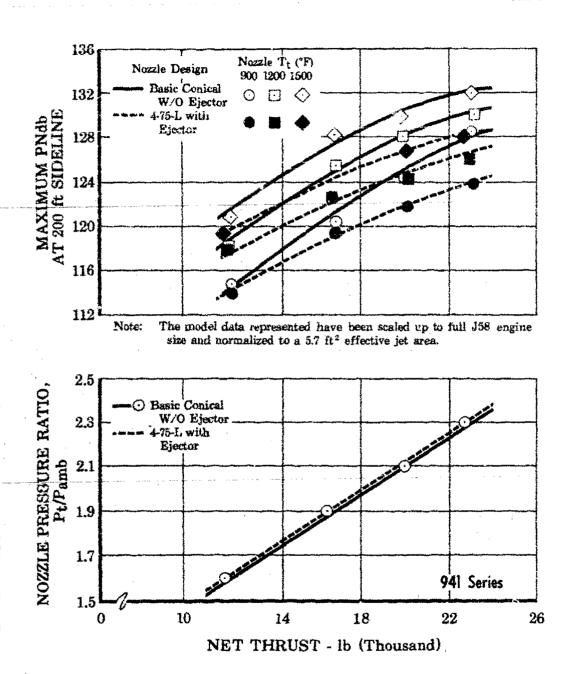
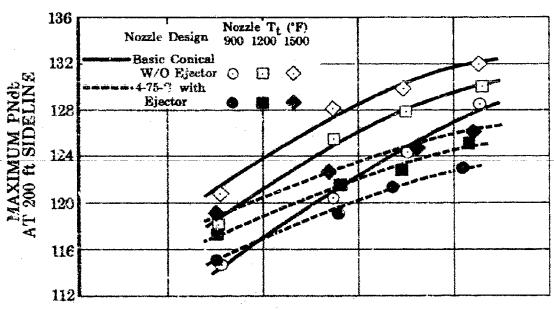
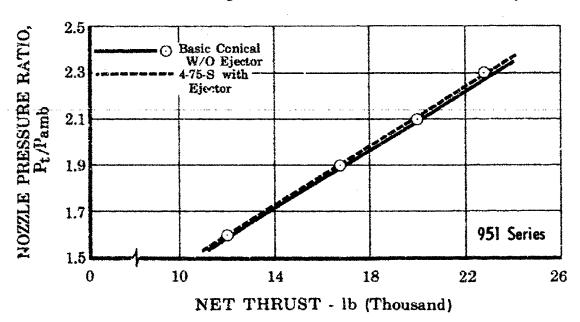


Figure III-L-7. Performance of Turbojet Mixing FD 19263 Nozzle Models - 941 Series

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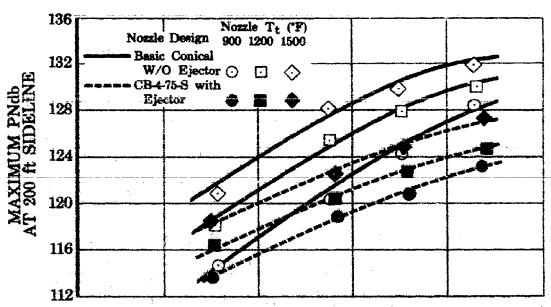


Note: The model data represented have been scaled up to full J58 engine size and normalized to a 5.7 ft<sup>2</sup> effective jet area



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Figure III-L-8. Performance of Turbojet Mixing FD 19262 Nozzle Models - 951 Series



Note: The model data represented have been scaled up to full J58 engine size and normalized to 5.7 ft<sup>2</sup> effective jet area.

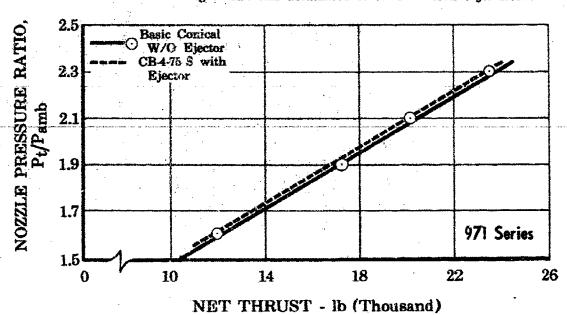
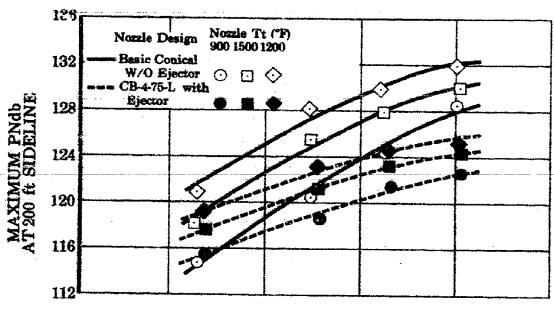


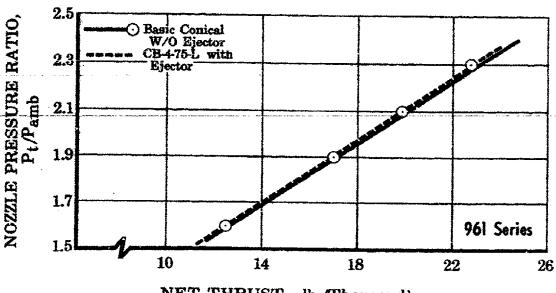
Figure III-L-9. Performance of Turbojet Mixing su 19261

Nozzle Models - 971 Series

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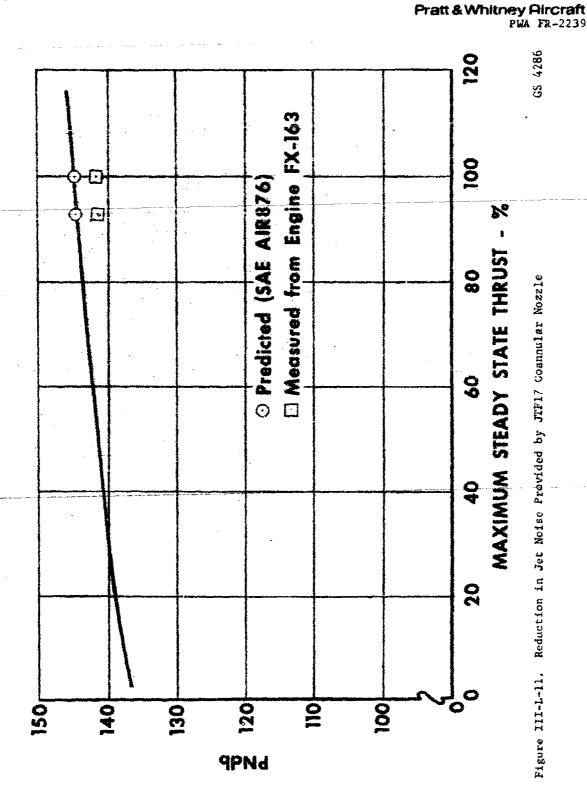


Note: The model data represented have been scaled up to full J58 engine size and normalized to a 5.7 ft² effective jet area.



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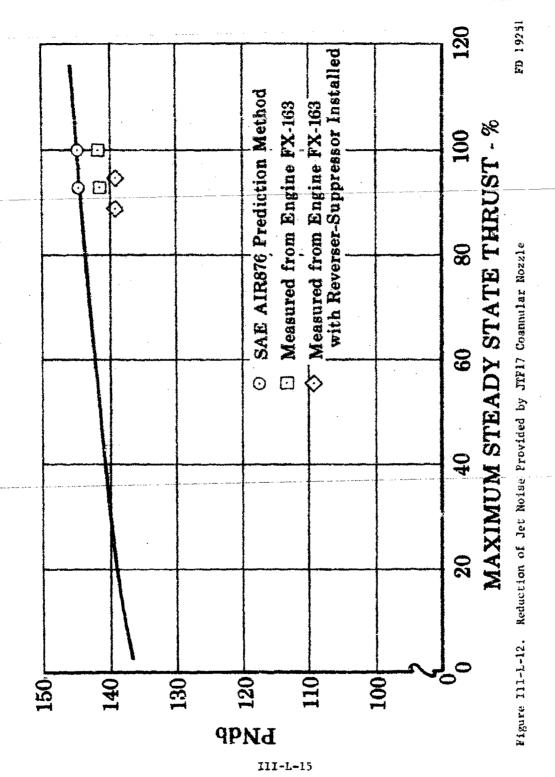
Figure III-L-10. Performance of Turbojet Mixing FD 19196 Nozzle Models - 961 Series



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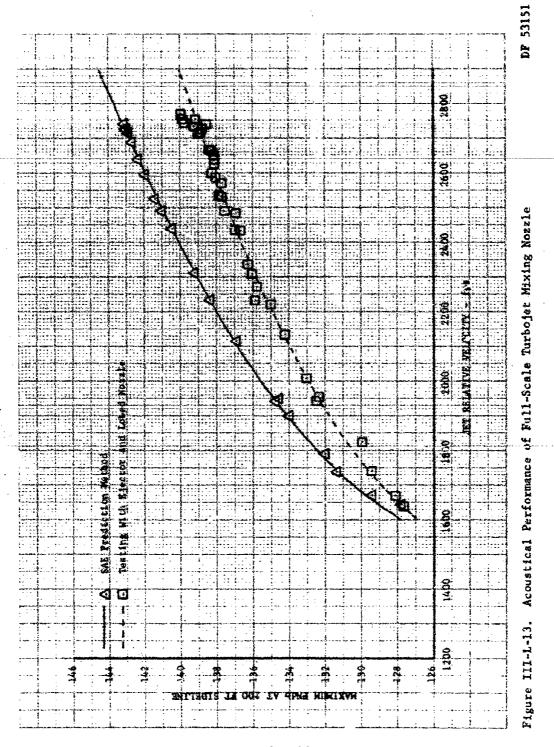


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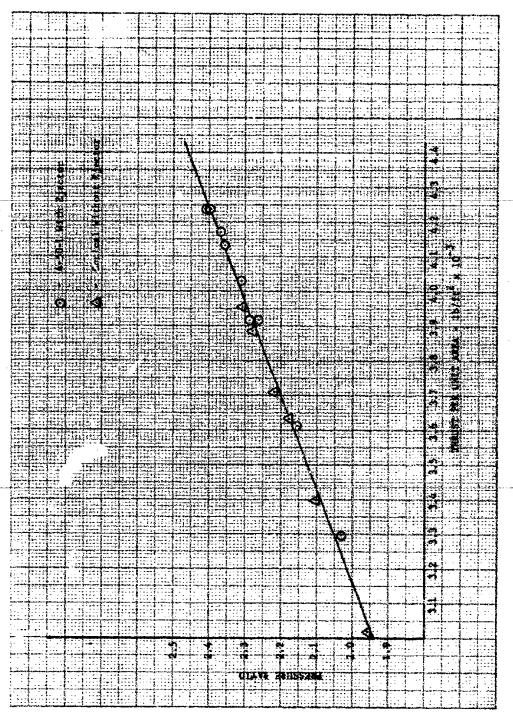
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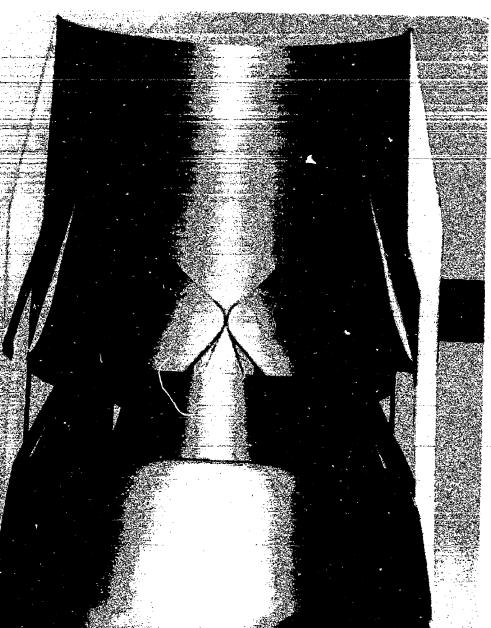


gure III-L-14. Nozzle Performance of Rull-Scale Turbojet Mixing Nozzle

### M. MOCKUPS

All work on the full-scale mockup was completed prior to the FAA evaluators visit this period.

A workable 1/4-scale morkup of the 4-lake noise suppressor was fabricated during this period and was used to demonstrate the concept to the FAA. A full side view of the model in the suppression mode with tertiary ram scoop doors open is shown in figure III-M-1. Figure III-M-2 is a 1/4 rear view showing the tertiary doors and the trailing edge of the tup and bottom suppression flaps. The trailing edge of all 4 suppression flaps can be seen in the full rear view shown in figure III-M-3.



Workable 1/4-Scale Mockup of 4-Lobe Noise Suppressor - Side View Figure III-M-1.

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Figure III-M-2. Workable 1/4-Scale Mockup of 4-Lobe Noise Suppressor - 3/4 Rear View

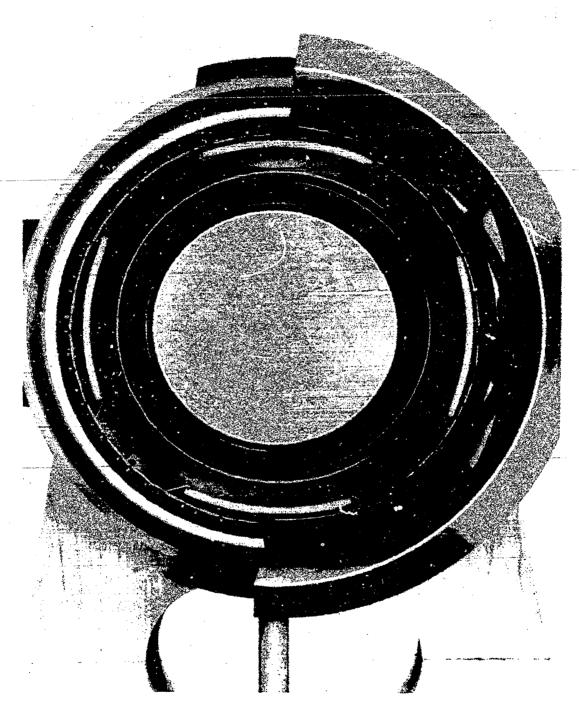


Figure III-M-3. Workable 1/4-Scale Mockup of 4-Lobe Noise Suppressor - Rear View

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III-M-4

### N. COORDINATION

### 1. General

FRDC JTF17 performance engineers visited Boeing on 5 and 6 December and Lockheed on 7 December for increased-size airplane and engine discussions.

FRDC performance and installation engineering personnel visited Boeing and Lockheed on 8 and 9 December, respectively, for presentations of distorted inlet fan rig and engine test results, as well as the latest STF17A-21 prototype engine high compressor rig test results.

Messrs. W. L. Gorton, FRDC General Manager, and B. N. Torell, Chief Engineer, visited the FAA, Washington, D. C., on 12 December, for SST program discussions.

The FAA Supplemental Engine Evaluation Team visited FRDC on 14, 15 December, to review the JTF17 Phase II-C engine and rig testing accomplishments subsequent to their November visit. All engine objectives have been met.

Phase II-C Evaluation Supplementary Report, PWA FR-2193, dated 15
December, was transmitted to the FAA, Washington, on schedule. This report summarizes FRDC powerplant progress from 6 September to 15 December, including Phase II-C engine and major component overall test results.

JTF17 Failure Mode and Effect Analysis material, which included block diagrams, component FMEA, and fuel and control FMEA was provided to American Airlines as requested.

A JTF17 engine simulation program, which included the JTF17 engine and control dynamic simulation deck, basic logic flow diagram of the propulsion system, engine control block diagrams and constants, and engine control schedules and functions, was transmitted to the Air Force Aero-Propulsion Laboratory, as requested.

### 2. JTF17A-21L Engine

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Proposed P&WA Spec. 2698 revisions, resulting from FAA-P&WA Phase III contract negotiations, were forwarded to LCC for their review and approval.

A preliminary drawing of a "four lobe" suppressor nozzle, designed to provide an additional noise suppression of 3 PNdb at maximum augmented thrust, was generated and transmitted to Lockheed for their consideration in engine studies associated with their increased TOCN airplanes. This reverser-suppressor, which is conical in shape, is four inches greater in diameter at the front end, and weighs approximately 350 lb more than the current JTF17A-21L reverser-suppressor.

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To supplement data previously supplied, additional engine disk failure data and analyses were transmitted to LCC, per their request, to aid them in completing their FAA-requested reliability studies.

Performance decks for several increased airflow study engines were transmitted to LCC for their use in optimization studies on possible increased TOGW airplanes. Applicable dimensions and weights were also provided. Extremely close and active coordination continues in efforts to achieve an optimum sirplane/engine combination.

In response to a Lockheed request a design study was conducted to determine the engine-driven compressor-oil pump gearbox envelope growth, associated with increased horsepower requirements. A layout depicting the increased size gearbox was generated and transmitted to LCC.

As a variation of the above, LCC has advised P&WA that they are currently conducting additional studies of their environmental control system, in an effort to define a system in which the engine-driven compressor can be removed from the engine. The feasibility of these systems depends in part on possibility of revising the current engine air bleed concept. Initial design studies of the required engine bleed system were conducted.

LCC has again requested relocation of the engine front mount attach points. The relocation is a result of continuing mount system optimization studies. Preliminary engine design studies were conducted to determine structural and weight effects on the engine. LCC have provided drawings and additional mount and maneuver load data to aid in these studies.

A drawing, depicting a reduced drag wing/reverser-suppresso, mate-up configuration, was received from Lockheed. This results in a slightly revised upper reverser-suppressor blow-in-door configuration. The drawing has been reviewed and estimates of performance effects have been forwarded to LCC for input into their drag versus thrust trade-off studies.

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### 3. JTF17A-218 Engine

Proposed P&WA Spec. 2710 revisions, resulting from FAA-P&WA Phase III contract negotiations, have been approved by Boeing.

At Boeing's request a performance deck and applicable dimensions for a study engine, JTF17A-21B-1, sized at 825 lb/sec airflow and 1.1 bypass ratio was provided. This engine will provide (1) a significant improvement in overall airplane performance at the current TOGW, (2) improved transonic thrust margin, and (3) a significant reduction in the noise level. This engine has the potential of reducing sideline noise to a level well below the present FAA objectives. Copies of the preliminary specification for this engine, PWA Engine Specification No. 2716, dated 9 December 1966, have been transmitted to the FAA, Washington, D. C. for their review.

The latest revised copy of P&WA duct heater nozzle attachment layout has been transmitted to Boeing to further assist them in their independent thrust reverser design studies. Boeing has advised that the planned coordination meeting in December should be deferred until completion of their design and mockup work, after the end of Phase II-C.

FRDC supplied Boeing, per their request, information concerning the effect of prolonged operation at high temperature on the properties of oil, and on the JTF17 engine bearings and lubricated components.

FRDC transmitted to Boeing, per their request, a complete set of FRDC noise test equipment facilities photographs. FRDC also provided Boeing with two high temperature duct heater discharge (pressure and temperature reading) probes, and instruccions for use in the Boeing SST propulsion system noise test program being conducted at the Boardman, Oregon test facility. FRDC offered the services of an instrumentation engineer, if they so desired.

Airplane nacelle model test coordination has been extensive. A preliminary review of the Boeing and FRDC wing-nacelle test results indicates very good agreement. A reverser targeting study indicates that the inverted "Y" pattern of flow, suggested by the airframe company, can be achieved with the prototype engine design.

### O. MAINTAINABILITY

The design layout to improve the maintainability characteristics of the JTF17 engine by revising the fan stator assembly attachment, as reported in FWA FR-2213, has been completed. This redesign resulted in a 41% reduction in the number of bolts that have to be removed in order to disassemble the fan stator assembly and still retain support at the front mount.

To supplement the maintainability-maintenance endeavors, PSWA has prepared two additional documents: (1) JTF17 Installed Engine Diagnostic Inspection Plan, PWA FR-2233 and (2) a preliminary document, PWA JT9D/SST Turbine Engine Overhaul Test Cell Requirements. The following will summarize each of the documents.

The JTF17 engine diagnostic inspection analysis included the following categories:

### 1. In-Flight Monitoring

Gas generator parameter monitoring for malfunction analysis through gas generator comparisons and mechanical trends is the basic method of in-flight monitoring. The detailed procedure and techniques, as outlined in PSWA Gas Turbine Operation Information Letters No. 14, 15, 16, and 18, were reviewed. Current airline practice and operating procedures were reviewed with PSWA Flight Operation Engineering and airline field service representatives. Engine trend curves are established by a circular slide rule provided by PSWA for each particular engine and used by flight crews.

### 2. Flight Line Investigation

Flight line techniques that were investigated included oil analysis, borescope inspection, sonic analysis and radiography.

The Lube Rater system was reviewed, the details of which are contained in PSWA Report NaFL-65-3 entitled "Extension of Synthetic Oil Drain Periods in Aircraft Gas Turbine Engines," dated 10 February 1965. The spectrometric oil analysis program as used by commercial and military operators has been reviewed. Chip detectors and popout oil filters of the visual as well as recording variety have been investigated, and vendors have been contacted for the best equipment for this application.

Mockups have been made to determine the feasibility of the borescope provisions. Investigation work has been done with equipment manufacturers for borescopes with zoom lenses, polaroid and movie camera attachments, as well as closed circuit television attachments.

A survey was made of the various airlines as well as independent laboratories currently using radioisotopes for diagnostic work. Rallographs taken during the engine test phase of the JTF17 program demonstrated the feasibility as well as the effectiveness of this technique.

The current work on a scnic analyzer being evaluated by TWA, Eastern and National Airlines was reviewed with our service representatives.

Several acoustical tapes were made on the JTF17 during the test program to evaluate this technique.

### 3. Engine Heavy Maintenance

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Techniques to determine serviceability of either subassemblies or detailed parts include conventional radiography, ultrasonic, eddy current, fluorescent penetrant, and infrared inspection. Current techniques and practices were reviewed with Materials Development Laboratory and Non-destructive Test (NDT) personnel in such areas as spin, hot spin, wink zyglo, eddy current, and ultrasonic defect detection programs. A method has been developed by P&WA to measure wall thickness of turbine blades and vanes by eddy current. An infrared inspection method for the detection of alloy segregation in titanium hubs and disks has been developed and recor ended for production use.

A literature survey has shown that there are new NDT techniques which are being investigated such as color radiography, neutron radiography, olfactronics, lasers, microwaves, and ultrasonic imaging.

Pratt & Whitney Aircraft recognized that the airline operators were already involved in planning for shop and test facility modifications to support a forthcoming generation of large subsonic and supersonic aircraft, and therefore provided a preliminary document, PWA JT9D/SST Turbine Engine Overhaul Test Cell Requirements. Drawings representing modifications to existing facilities as well as new construction details were included to provide the operator with data for comparison of JT9D and JTF17 requirements. The printed information was hand-carried and discussed directly

### Pratt & Whitney Aircraft PWA FR-2239

with responsible planning personnel at PAA, AAL, TWA, and UAL, and the response from these major carriers was most favorable.

To illustrate the degree of effort and depth of information, the table of contents from PWA JT9D/SST Turbine Engine Overhaul Test Cell Requirements is reproduced below:

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3.2	JT9D/SST Noise Generation	5
3.3	Net Test Cell Noise Attenuation Required	6
3.4	Noise Control Techniques	5
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4.3	Summary of Calculations	9
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### P. VALUE ENGINEERING

Value Engineering cost studies completed during the month of December include:

- Boeing engine vs Lockheed engine cost changes with varying fuel flow and bypass ratio
- 2. Updated controls and valves cost estimate
- 3. Updated engine cost estimate
- 4. Flange study summary of form rollel and welded rings, contoured flash butt-welded rings and rectangular flash butt-welded rings.

During this report period, Value Engineering also:

- Investigated feasibility of using titanium hone/comb for noise suppression liners
- Reviewed use of angle gaskets for Haskell seals in main fuel drain valve and found them not acceptable for this application
- 3. Completed Phase II-C Final Report for Value Engineering.

A total of 17 Value Engineering proposals remain pending at this time, with a total potential cost reduction of \$36,087 per engine.

Seven new Value Engineering proposals have been initiated, but the potential savings have not yet been established.

### Q. CONFIGURATION MANAGEMENT

Design of the prototype engine is continuing with incorporation of coordinated interfaces. Detail changes required on some interface items are being coordinated with the airframe manufacturers as design of the engine and airframe progresses. All proposed changes are being transmitted by Field Survey Layouts with a log of dates of transmittel and acceptance or rejection by the airframe manufacturer. The basic configuration of the engine is unaffected by these changes.

### R. QUALITY ASSURANCE

Chem-milling of airfoil sections has proved to be a quick and accurate method for producing masters in size ranges needed for blade and vane wall thickness measurement. These masters permit setting of eddy current equipment so that close measurement of actual thickness is possible.

### S. RELIABILITY

### 1. Design Reviews

Reliability review of all layouts describing the prototype engine and reliability engineering layout review sheets indicating areas that merit further study have been completed.

### 2. Failure Mode and Effect Analysis

The third edition of the Failure Mode and Effect Analysis has been completed and is included in this report as Appendix A. This edition contains FMEA Sheet II which includes the hazard classification, design philosophy to preclude failure and the design philosophy to reduce hazard for each failure mode. Minor revisions have been made to FMEA Sheet I to reflect the latest design decisions.

### 3. Service Data Analysis

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Detailed analysis of Service Department data on causes of inflight shutdowns, premature engine removals, and parts discrepancies is continuing. The areas investigated in detail during this month are:

- 1. JT3C No. 4-1/2 Bearing Seal Wear
- 2. JT4A Fuel Nozzle Inlet Tee Cracking
- 3. JT4A Rear Compressor Bore Tube Wear
- 4. JT8D Oil Pressure Regulating Valve Loosening

### 4. Special Reliability Studies

A study of "strip stock" versus "forged foot" compressor stators has been completed. A survey of premature engine removals of the JT3C, JT3D, JT4A, and JT8D engines from 1961 through 1965 shows that forged stators have greater reliability than strip stock stators. The failure rates were calculated to be 0.0006 failures/one thousand hours for forged stators and 0.0014 failures/one thousand hours for strip stock stators.

A study to determine exhaust gas temperature variations of first run production engines and the exhaust gas temperature deterioration experienced by overhauled engines has been completed. This information was used in studies of hot section parts life.

### 5. Parts History Survey

A parts history survey of lst- and 2nd-stage fan blades was made for Project Test Engineers to identify the high test time blades.

### 6. Statistical Analysis of Outliers

A Monte Carlo simulator was written to evaluate efficiencies of methods for detecting outliers in JTF17 performance data. The results will show the relative performance of Thompson's "T", Anscombe's "C", Fisher's "F" and Grubb's detection techniques with small samples.

### 7. Dead Band

The final version of the dead band study (PWA Report FR-1897) was completed during this report period and the report is included herein as Appendix B.

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## SECTION IV AIRLINE COMMENTS

No Airline comments were received during this report period.

### SECTION V STATE-OF-THE-ART

There has been no significant State-of-the-Art information received during this report period.

APPENDIX A. TIFT FAUSE NOW & FIFST ANALYSIS

### APPENDIX A

### JTF17 FAILURE MODE AND EFFECT ANALYSIS

The following pages represent the results of a detailed Failure Mode and Effect Analysis (FMEA) and design philosophy to reduce hazards. The FMEA is shown on sheet I, while the design philosophy to reduce hazards is shown on sheet II for each failure mode.

The following abbreviations have been used:

F.O.D. Foreign object damage

I.F.S. Inflight shutdown

P.E.R. Premature engine removal

A.F. Augmentor failure

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(Stationary) 2, 2.0		2. Procestvo Blade Rub	Blade and whroud tuse twose. Decrease in surge margin.	Modey rundown. Engine surge. Increased vibration. Graund inspection.	Reduced surge mergin.	Postina P.E.R. Cor Parks Replacement.	Avoid high power settings of rapid transferts if engine
Seals 2. 3.0	Limit interaction air	3. Hard Rub	increased clearance resulting in higher interatage air tenkage.	Saduced thrust.	Ferformance loss.	Hone	Bane
		2. Breshage	Same as l above, pluc E.O.D. to aft components.	Reduced throat. Increased vibration, Ground inspection,	Performance loss plus pos- albie downstrams datage.	Pospible 1.F.S. and P.S., to p. P.S., to parts	Reduce open or shut down eligine se vibration level dictains.
ist & 2rd Cheggal Disk & Hub 2.4.0	Supporta rutating bildra, scaft, spicer; Countarveighta.	J. Vielding	in surge bargin.	Notay tundoon. Engine Surge. Increased vibration. Ground teapertion.	Reduced surge margin.	Pakis replacement.	Avoid Migh gover swittings of Tapid transisents if engine burges.
				Minimum and and any one of the same and any	egin as de est a may province (com to best mentions province de legal de et la		

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2 EAN 2.0.0 Statove 1st end 2nd 2.1.0	Direct alt from rotor to soior at propor adgles.	. Damage from foreign objects artibus blades.	×			Space provided for binde flacing without centecting vance. Vanue fixed at both ands for increased damping.	Atten accessible for viewal inspection of simuli inspect
		R. Cracks S. Atriosil breshage.		<del></del>		Glass pacneccross fatigou life. Unnes are forged and methanishily strathed to the supporting cases to obtain brueficial demping.	Score and outer vanu and attachmants previde positive resources of probet africal to prevent forestan ubject
Blade Tip Shrouds	Fore flowpath and provide atraca	I. Grecks	×			One piece forged tings, tetained at both ends for invessed demoins.	in the state of th
(Rust (mary) 2, 2,0	יאני וו פרן הנוספוני י	P. Excessive blade rub	×			blode (19 clourence sized for thermis plus worst menuver condition. Seconds are expense from front mount case to eliminate feedback of ecunt	Arna accessible (or visual juspection at troasit suspection.
84.8.4 0.8.4	Linkage.	Hard rul	×			Chestances are sixed to prevent hard tub.	3641 candigar ation with attracts outdace between the an acredable surface to "Italyace beat and reduce demage. If transum blades vab, danger of fire is ellerated by not using attention for stationary blade of parcula.
		7. Breskape		*		Continuous king configuration of seal will radius	
let & Pod Zocograf Disk sod Soc Z.a.0	lat 6 2nd Supports roteting Lategral blades, spale, spacers, Disk and Sub counterweights,	. Yelding	*	and the state of t		Wheld margins of 1% own maximum detectionated speed and 7% over maximum overspend due to control maidmenton. Radial stress is the datak web is remarked to the avarage engine timpetitish stress. Radial stress is belowen belowen believes will not exceeded 60% of the average tangential stress. Allowable tangential stress is equal to yield factor times 0.2% yield according to the inservated extends by yield according to the inservated extends by yield assume against 0. Low type factors in the 2000 ongine acceleration cycles or 17,000 engine thermal cycles.	
•		7	7	-	-		

#### JTETY FALLERS MODE & EFFECT ANALYSIS

Crew Acrise Separated		83-18com	general den	\$cos	Ruince com or where done as ungive vibration level	Reduce ran of abut form as a regime tractum level distates.	
Pallors tifeet on Abrunt		dverhaul.	L.V.S. mal P. B.R. Con twentiers F.O.D. frem projectives.	8040	Postible 1.8.5. and fill.R. (for parce replacement.	발 뿐	
fulfier Effect on Englan	Note	severy f.C.B. to aft con- powerts.	Severe vibration and loss of failed parts through cames.	Kone	increased vibration, Fos- able F.O.D. to sft parra.	Fan rutor critical spood ray Possible 1.f. E. and be in anging range. II'R. ft. for inspection and parts replacemen	
Mathed of Betwiten	-3	English surge. Increased thrust. Reduced thrust. Orand inspection.	Ape drop. Increased withretien. Loss of Enruet.	Inspection at overheal. None	Ground Inspection.	d vibration.	
Failure Effect on Acheputon	NOTE	toss of Elades, Envere undelance and vibration.	Severe F.O.P. of high caspressor and turbine. Severe unbalance and performance loss. Cases can- nor contain this level of energy.	None.	Hole could become F.O.D. and causo deventeem change. Here say of fair, the said pinch on the risk fail, the said pinch on the risk space is lost, and the far arcter efficient speed may be in cuter efficient speed may be in cuter remains to see an expension.	Stiffices and critical speed that.  Bin reduced. Fan disk and blades  Eny experience vibration.	
Fallers Made	2. Cracks	3, Loss of Disk lug.	A. Vresture		folt Breskaga		
Percrien				Transmire turbina rorquo ta fan rotor,	solal classing of low recor, assistant axial pinch on the spacer, crassal taxque to fan Ind rotor.	Stiffen the law rotol.	
####				ise Disk Heb Spiling 2.4.1	Tickotta 2.6.2	E R R B S C C C C C C C C C C C C C C C C C C	

# JTF17 FALURE MODE & EFFECT ANALYSIS

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Ē		-5	Ŀ	=		2	To Practate Pattern	To Pedage Mappe
		2. Crecks		*		All se lapray habite cresses pre po europara cresses po europara c	All surfaces of the disks are gless-best peemed to ingreen over tailone resistance. The j.c.steps.ub splins, and the diversal store of bord disks set treated for specification MA 60 graphites sandah co present surface gailing. The Bolt indicate in the hubs are polithed per PAA 99 such are located in the disk support cone, which operates at a low atterns level to ingreve fatigue resistance. The relatively component agrants in an of the faul disks remained in low thormal gradients.	Stillure can be pitalsized by put look; betcarnye and visual imagnetion of disks and habs to preclude progression.
		5. tons of disk lug.			*	The damently by well constant for a security for a	The disk cross socitor simpos when chreshind primarily by disk and bisks thiskin mysticements and burght optimises the bisk by misk and bisks the bisk in a case, a case, and it is a case, and it is a case. The trues sylken has been carefully designed to hadnow out all forces and moment to assure there is co motation of the disk that this is delived by making the ist, is the triangle of the disk cross-acction eligibility hadnowly in the second single.	The 10% brack idea appublisty of the postgn will refuse the effects of this sellow swis. Whesteen sonitering and from disposite at transi impositee will prevent estate in this fajule.
		West and American			×	A buras	A burst margin of 28% over maximum deteriors; ed spired was distined into the fan disks.	Abottor planes accopy shart avist length which perales assistance allowers for fortall action of ceitical aircraft components.
let Disk thib Spisac 7.4.1	lat Disk bld fransmith turbine tor- kptine 2.4.1		×	_ · _		Labrica pi totea reducia	Lubyfeant is used to reduce wear and galling, double ploted hub provides uniform lussing of aplian by reducing misalignment,	
7.600 th	Acted clamping of low crops, marked in actal titleth on the sparer. Etensamit corque to fan Znd rotor.	Boit breskage		*		Botts Flude yield 10% Flude energy Hydraul	Boits are sized to limit monsent aircas from 10% blude loss from one stage to 0.% of exterial 10% to 10% of exterial 10% blude loss from one cape of the loss from the cape of the last from the cape of the last from one cape of the boits.  However, wherept lost a season by a limitation to cape of the boits.	Redisability of bolis to provided, Vihratius moultoning will provent associate of fallate.
Rin Spacez 2,4,1	stiffen the low rotof.	P		×		Rim space: iyed and iyede is a blade low and in reason. intreason. intreason.	Rim spaces, disks and disk support concus ware anau- lysed and designed as a lessed treat eyelon. Kin spaces it a sized to wither and hands of surge and left blade less in any own at sec. Askel plack is gener- aced vy disks and support as sec. Askel plack is gener- ared vy disks and sec, and plack is gener- for reason. The grains effective setters, which int buse temperated as int, and local benefits estendes, is below the yield strength at all	Addat pinch will seed to rainin aparent, irectamora ring configuration will livit biener monemus) and intiora propagation.

## TIFT FAILURE MODE & EFFECT ANALYSIS

				Agricultural and the second of		,		
<b>15.0</b>	Parties	3	Fallore Bode	Police Office on Schraften	Method of Octochies	Pailers Ellert on Engles	Fighting Rivers of the Advants of the Advants of the control of th	Core Action Inquire
		<u></u>	Cruska	Mose	Inspection at puertaul, None	kone	None	Norne
		<u>.</u>	Fracture	Lose of cusor actifieres, P.O.D. to intressed ulbestion, blades and vances.		for color critical spand may be in engine ruming range. F.O.B. to all composance.	1.F.S. and P.R.S. Cor-	Mut down.
Blades isc & 2nd Stage Fan 2.5.0	Compression of 1007 of engine strine.		Loose blades due to shroud wear.	Reduced vibration damping.	to spection.	None	Replace Lighter with worth the graft.	Roquest taspection when notey sundown noted.
		فدهه <b>د</b> م	Foreign Object danage salibut breekage.	Decrease in performence proper- tional to everte of danses. Plow distortion to all stages. Reduced eurge margin.	Engine surge. Increas- es Vibration. Reduced thruse. Ground inspection.	Engine aunge, increas Performance ions and possible insput and impair thruse. Ground formated blades. Amplection.	ingoet and ympal) dendapped Dindon.	Avoit high power sections or reple
		× ×	Excessive growth.	Blade and shrout ches damage. Some loss in mirgs dargin,	Notey turwiden. Englas Reduced surge margin. sarge. Engressed vira stan. Ground faspection.	Reduced sorks markin.	ferrallie p.K.k. for parth replement.	Avoid high power acteings or rapid transferie 15 engine
		ت ـغـٰـــ	Cracks	Mune	Ground inspection.	None	Replace crucked binder. Some	Yene
		<u></u>	N) ade broskape	Excessive v. bration with additional insteased vibration, dasse to textine is not shirtdown. Reduced linear. Gressians inspection,	3	Entreamed vibration. Desage to outer shrouds and Reduced thrust. Greund other fan budds, and vuess stapection. vibro possible F.O.D. to Greated sapection is the confidence of	Possible 1.8.ft, mid F.E.S. for para- noplaceboot.	Reduce spm or about drawn engine me statestion level directive.
Blade Locks 2.5.1	Frevent forward and aft movement of blade.	5 	Crecks	None	Inspection at couchast, Bose	Mose	Nec.e	Meritor
		* · ·	King or lug break.	Mades may serve extelly and rull vance, Blade and vanc damage if engine is not shut down	Ground tampiction.	P.O.D. to oft components of Possible 7.3.6. cblack and value damage occurs, P.S.D. to parts replakements.	Possible 7.2.3. cr 2.8.5. for parts replakements.	Andure the or whor down angline as down therefore as decreased the contraction.
		1		a de la composition della comp		gradient refer, happy clause — commendations are a productional territories.	e of the the speed of the second problem of the design dependent comparisons and	:

#### JIFIT FAILURE MODE & EFFECT ANALYSIS

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1	The same with the same of the		A CONTRACTOR OF THE PERSON NAMED IN COLUMN 1	Terment		Enterior seeds that the form a presence of a suppose that we have been so that one of the form of the seeds o	e demonstra a l'a coma de la casa d'ora de par la calendar a demonstra de desagnaturas de desa
T T	- Sacries	fellere	3	Chessification		Danigs Philosophy	Printed Whitestally
	and the second s	ı	-	=	È	The title report will be an expect to the state of the st	( Croppe ) to by the first temperature ( ) to find the mention ( ) the section of the common temperature and the common temperatu
		2. Cracks		×		The LCF design life of the spaces is in excess of 20,000 cycles.	
		3. Fractura			×	Butel mergin tamed on tangmittal stress in over maximum detectorated spend.	The roter is designed to utilistens the lose of 10% of the bliddes in any one stage without complete fittiers thus limiting the desage. The case wall thickness is selected to provide bisdu conselectment and prevent each of the bisdishing damage from this fellows socket, it damage.
Blades lor & And Elogo Pan 2,5.0	Compression of 100% of migrae mirfron.	b. Loose bleden due to abroud wear.	<u>.</u>	×		Shrouds have optierum notch nuglo, sufficient hearing streams harifored costant surfaces. The two services where and tribute or areas and reduce wear.	Atem is Accessible for visual and bufescope Opention.
		R. Foreign Object danage without	× ×	*		Blades are sized for FOD and surgo basds. Double strends increase totelland silfeness and contact bugles are set to prevent discrenguing. Addit space is prevent from the first first first for deflection so bar the land and be distributed to adjacent biades.	Axial space provided between bishes and vence vill reduce increact and dreage propagation.
		3. Excessive growth	×			Bladen are designed for a like limit of 39,000 hours withour minoceptable growth.	If then two bindop rub, decays of fire to oliminated by mor using extension for statebonry blade the shrouds.
		. Gracks		<u>×</u>		Blades are passed and attachments and undozent to	Area in accessible for Vixual and berovings, inspaction.
		o barana a b		×		Pauble shrawa used for tarstunal atiffaces, blade foreignee control to lists filtuter and foreign object desegy. News tilk pystems are designed till 10% tempency acids and take pystems are designed till 10% tempency acids more 28 eccitation trequency. It shades are pecond and nitualismts are undercut to reduce attent encountrations.	The roc.r is designed to withstand the less of URI of the foldent is any own wish or tribut conflores that illatering the design of the case will blinkening it selected to provide blade confainants are prevent enternal demands.
Blade Lucks 2.5.1	Provent forward and	e Act of the	×			Kings are fully eachtoned with reddi sized to reduce strees concentrations.	Area is accessible for vibual and beteneup: lagrection.
		Reng or ligh break- age.		×		Ang sa secured by musiciple rivers. Lug strusses are extremely low. Thicknasses sland for MD.	Continuous sing sunfigeration used will reluce the matching of this side the conservation of the relation of the same side of the same side of the matching jets will cargo the matching jets will cargo the dead of a broken lock. Doubje abroads will also tend to prevent blade relates.
The section of the section	10 10 10 10 10 10 10 10 10 10 10 10 10 1	4		·	-		

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	Cree Action Squared		None	Reduce the or sind down engine as wideation level dictation.	Sages de 7 abstrue.	Mone	Reduce the or sharedown singles as does singles as vibracion level dictales.	Kons	deduce the of abor- down engine as infination lave? dictaines.	Mone	Make augmentation ilope fuel maringi	
	Fathers Effect on Airtraft		None	Possible E. W.	Possible 1.7.3, and 8,48, %, dor knapsution And supair.	None	Scansbie 7.F.S. and T.E.A. Lor Lacecton and repair.	\$ 62.4	Possible L.E.S. sold S.E. Lor Inspection and versit.	Stone	Postble A.F. and/or P.F.A. for Inspection and parts replacement	
	feilers (frect en Englise		Rone	Vorten from vibrotion to partical loan of han penetoton support,	Far blade rub against case, possible 2.0.19, so high compressor and all parts,	None	Possible shift of bladec into wance with rub domage and f.O.D. to all pares.	Мапе	Possible anilt of bladus into vance with sub damage and F.O.D. to all ports.	None	F.O.D. to dur bester system Postble A.P. and/or Missertion Miss patte replanment	
	Berted of Detection		Inspection at overhaut, sone	increased with acton, ground laupoction,	increased wibration, ground impostion.	Inspection at prorbant	Increased vitration, ground inspectant.	Inspection at evertagi	increased vibration, ground inspection,	Inspection at overheat	kround inspertion.	•
	fullute liffect on Subryston		Notice	tracks and Dupendent upon sevenity. Very separation. from no offret to loss of function.	Lone of allgament.	Your	Gracks and Bapandert upon soverty. Vary separation, from no offest to lose of leating support.	SON D	houring aisaligramant.	Mane		Proc
	Fullers Mode		l. Cracks	L. Cracks and separation.	3. Buckling	. Cracks	Cracks statement of the contraction.	L. Cracks	Buckits	. Cracks	. Prestage	
F	Function	Provide support attuc- ture for pinary gas generals. Provice section of fan and reagenases (loupsh. Provide No. 1 and 2 busting support.	Previde support for	7.1.0		Provide suggest for	compartment.	Provide anyport for	COSPATERON PLUS SOPRISE CONTRACTOR	To direct for dis-	71 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	- · · · · · ·
-	1	115/28- MKD1ATE GASE 3.0.0	Outer	(Kan Geetsan 3, 1.0		Inner	(Compressor Section) 3.2.0	Rear Ing	5, 3,0	Pen Brit	, , , , , , , , , , , , , , , , , , ,	

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Origin Philippiphy				Reparation of the strut will not result to the failure of recolled strets as sultible strute are used to distribute losds and previous redundant support.	re.		<i>*</i>		Beatings are designed to ultherant or introduct in load and vivoration consurable to a 162 biode loan to any one stage			
				Reparation of recogniting area loads and pres	Samon us 3,1,0,2		Same as 3.1.0.2		Brazings are d Vistation comp	<b>.</b>		
Design Philosophy	To Precious		Bernen are buil unided to inexpeni menimed cuntened cuntened francisco. All wolfs loaded in bimple consists compression.	Skenv ao 1.	30% buckling stargin upod in sine strut wail thicknass.	State of 3.1.0.1 plus Load from bouring supports in not taken at struct leading and trailing adgr.	Saire as L.	Minhaum vald'ing used, no fillar velds. Thickness is set by manifacturing limitations, not stross limited.	not w limiting factor, buckling attropage and extremaly low.	Status vance are forged concervetion and passud for increased facilies 18fe.	Status vanta are forged comatruction, sochanically reseaned of buck ends and proped for increased failuse life.	
	2										0.10	
Mexand Classification		-		<u>.</u>	× ×		×		× ×		×	
5	<del> </del>  -		×			×		×		*		
Factors	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1. Cracks	deparation	i, Buckling	r. Gracke	2. Separation	), Cracke	2. Buckling	. Gracks	Greakage.	_
		Pruvide support attuer fue de primary gas generator. Provide mercian of fan and empresent florpath. Provide No. 1 and 2 Umaring Bupport.	gas generatur.			Provide support for main	Constant in the state of	Provide support for present reserved compartment of the compartment plus	prosaure comes.	To direct fan oler charge akt et proper	**************************************	
į		HEDLALE CASE 3.0.0	Burger . (Pen Suction				(Compressor Seerion) 3.2.0	Bearing Suppose Conna		Wan Skilt Stator	o.	

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Crew Action Bugained		Reduce Use or shuc does grantes as	Aletates.	Avoid translent fektons, request trapection,	Acoustic to the care	a may 1 1 1 1 1 A Miles	define on a Link above.	Shutdoor 1: required. Request, beneathers.	
Paleure Eliters an Afrapale		Pork Daris Add Reduction or shut Prik. Technical Section of Shut Section Secti		P.S.K. for frepression	Solar on 4.1. Calume.	Saber as 4.1.5 disover.		Forathie Lils, and S Fifth, for the section as not parts replatement.	
Failure Cifert on legive		Perresse to angliss performance depending on propagated dames.	Small threat reduction Performance reduction at StDD Imagest and repair, as NEO with Greek and required position, after position, Postante Copplishing the fact and reduction of reduct of the copplishing the fact and reduction of the copplishing the fact and reduction of the copplishing	Stor response to contrats.	None as 4.1.3 shows.	CONTRACTOR OF LESS OF	Sales to t.). 3 above.	Sion response (o controle or	-
Mothed of Director		Increased vibration, reduced thurt, boro- scope inspection.	Small threat reduction of Nijo with crebs unde position, Peop- sible loss of reason applicity if feel supplicity if the supply is our off by leskage, Ground	Lukpection. Sluk response co controls.	Same 48 4.1.3 above.	Same as 4 3 above.	Same au 4. 3 above.	various paymentine any be out of sormal lifets. Size, the fifth fitting to power leader.	
Failurs Effect en Scherpstein		F.O.D. domacream, pertonmance loss	Vonco Digrate to groups if failure cours of SiTO. Precuent avaice providing power to brake.	Redundancy provided: recuining side will operate against accept in fight Mach Ho., for sillende tran- sione regions of energy	Same on 4.1.3 above.	issum to 4.1.3 chove.	Saac an 4.1.5 above.	function.	
Follure Mode	· · · · · · · · · · · · · · · · · · ·	5. 1. Breakuge	Pydraulir (Gint) programme (Oas fuite Breakage)	Structural fatture caus. ing disconnect	Surface as 4.1.3	Steakage of 13	Breskaga vi ove 1tnk.	# 520 144 144 144	
Function	Fruit FREGRA  Fruit FREGRA  Fruit Gentler Frei Step a dent   Fruit Gentler Frei Step a dent   Fruit Gentler Frei Step a dent   Fruit FREGRA  Fruit FREGRA  Fruit FREGRA  Fruit FREGRA  FREGRA	Directs sir an selected sugle.	Frankle power to drive targing the	From Attended or Comparation and Commission to Sync. Fing.	brane Tube 'Some as o.), 3 above.	Torque lube Orivos vancs to proper	Link-Torque Tremplates multon from lives to 10V Conf.	frovides a pivon for a cargre tube rotation.	
frems HOTH &	Charles Halls Varioble Folse Gard - Venes	40.001s	Artuatore	Actuatos L'Estato to Tortos Pube	Torque Tube ' Orlve Spilne 4.3,4	Torque Jube	Link-Torque loke to 160 Sont. King	Tube Rossie of Tubes Rossie of Bosering	anno mag

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ilem	Punction	in the second	3	Chetsification	*	Design Philosophy	Control of the Contro
			-	=	₹!	The second secon	distribution of the contract o
A HICH PRESSURE COMPRESSOR 4.0.0	Process Allerance		The gapes of the segment of				
Variable Enjar Cuide Venes 4.1.0	Provides proper att entry for \$10, start & cluiss and in breke pusition slous rotor speeds.						
Abreolin 4.1.3	Direct ufr at selected on the			ж		Vance are of forged construction and are psented to forcess faiting resistance. Solvetion of a mid-clore five point results in minimum stress in the attfolia and attentoments.	Nochanical retention of both crids of atrioid in provided.
Actuatuth 4.1.2	Provide power to drive corne tubes.	Hydraulic Flui) pres- pure 1960 (tine Breakage)		×		integral ferrule lines are used to supply actuator.	Faileafn doeins vill magrate vance to cruise position if hydrotic pressure is lost or \$1.0 action. Finctural evitch provided to indicate vanc position.
Actuator Linkage to Torque Tubo	Transletes methotot impelies to syme. Fing.	fractural fating data-	34			ilibage is sized to maintain loade within enterial capabilities. Stress levuls are constituent with axiating commercial engine.	Accompanies to provides. All components in the veriable inter guide vone estuation lithage are sized so that aperation in pushive with one estuator only or with one lithage system only.
Torque fube Sellor (.).4	Torque Tubo Same es 4.1.3 above. Spilne	bure as 4.1.3	×			Same my 4.1.4	Redundancy is provided as stated in 4.1.3.
Torque Tube	Urives vancs to proper portings.	Breaksge of the cube.	*			Same ay 4.1.3.	Redendancy is provided on stained in 6.1.3.
Muk-Tarqua Tobe to hiv Synt. Ming.	Translates macton forque tubo to IOV ayno, ting,	from Breakogy of pos link,	×			fiche ee b.1.3.	Redundancy to provided as statut in (i.i.).
ECTOR FALL FORMETTO 4.1.7	Provides a pivon for torque tube rotation.	## £ 5.7 m		*		fall bearing configuration to used to tagroom filelignment capabilities, Bouring is shibled to prevent wear caused by contactnates.	
			<u>;</u>				

## ITET FALLINE MODE & EFFECT ANALYSIS

	Freethier	folkere Mede	Politore Effect an Subsystem	Mothed of Detuction	fallere Effect an Sugine	Fullura Effect on Alexande	Crew Actions Required
Extance Weights	he balance roco:	7 10 E KO7		Increased vibration, borescape frequetion.	3	Possible 1.6.5, and P.S.P. to the succession and parish replayables.	Refer the or shut down engine as vi- bration level dic bakes.
Mub. 4.3.9	Metor scopert.	1. Crack	Bone	Inspection at evernael	Note	Wone, Repiece of wice-	Mang
		2. Fracture	Rotor will cases to resets due to rubbing of bisder and usens.	Increased without and reduced through the specifical at constitution at covertians.	lass of talstine. Hejer secondery large to compressor and turkine.	Avertheen with the con-	Shiredover,
20°4'5	Asr compression	1. Coreten Object Desage	Organics on severity of desings, e.g. of Above could ocean.	Soccocope inspirition.	Depends on severity, any of above could occur.	Pocatoka s.f. S. or P.E. S. according to property.	Uspends on sever- fiv, eny of abuses cauld occur.
		2. Looke att- (all shrunda (aur steke only)	r- Anduced ulbration durping. Ne	Inspection at overhant, Notey tundon	Notey tundone	None, Replace of over- Somest trapection that.	Acquist Suspentium.
		13. Abtenton of thp.	Increased top clearance.	Reduced throat.	Some logs in performence.	Some. Replace at green above have	, Kowe
	<b></b>	ik. Gracks	None	Inspection at everymul, None	None	Rend, replace at greet . Note thank.	NOVE.
		S. Partial eartoki meparetion	Demant to adjacent parts, in- repart compressor unbalance.	Borustope inspatitum.	None	None, teplore as permanent	
		6. Complete strictli	Majar failures of parts downstrom, Dorressed trpi, reduced cheekelvi unbalance. Station, increasope in specifien, because in specifien.	Decreased tpm, feduced lebrust, increased vi-station, becaused in-	Loss in perferance, excessions of the	Pogasti n 1,815, and P.Z. v. for overhead.	Medica ipp of Shid inger profite as it fresher farme disc
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1	Function	Feller		2	Gerelfection		Design Phillipsophy	Davige Wilsonship
:			-	=	55	≥		de de finite de demanda de la composition de la composition de la destacta de la dela dela della
Salasce Melgher 4.2.9	To betwee rotor.	Loss of river	, sc 	<del></del>			River carries no lead during ungine operation and tur fiveto socure each weight.	
hube 4.3.0	Rotor support.	F. Crack	». ————————————————————————————————————				Holes in het are polished to increase fatigue life. Biress concentration points are attimized by large radius corners and shot peened surfects.	
		P. Fracture			<u> </u>		Material thickness of two selected for 10% blade loss in Any one elega.	alade and vane engagament vill occur and prevent disk rub and large retor stanklaneent.
80.40 4.40	inst compression.	E. Possign object december		*			All blades have retention targe and first high con- pressor blade rot has part spreads and tange for the action recisement. Fin stages will taid to convertives debris into the duct.	Same as 4.4.0.5
	· •	p. touse ater- foll shraud (one stage only)	e de de				Sheada have optimum notel angle, sufficient beating area ord haidiaced conlect surfaces.	
		3. Abrautan of 11p		× 			IIP clearance stand (or worst maneuver loads plus thereofs. Noueytosb shrouds greatly reduce blade it poblesion.	SPEC AS 4.4.5.6
		f. Crucks					Airfuilt are forged and poened.	Same an 4.4.0.6
		5. Periful atrioli sepaintion			×		Airfolls are designed to be flutter restatunt, neu of forget conservation and ster penned to increase Autigue iste, Clearance is provided for earge deflections without blade to vanc context.	5.0.0.4.4 sq. entre
		fix Completed		·= ·- ·- ·- ·- ·- ·- ·- ·- ·- ·- ·- ·- ·-	х	<del></del>	Where blude to haw part epan vibratian Jampes and increased chard length for Ingartion registance. All blades are forged construction, have large radiates at our standment and hap perment. Mri. Agilan is used on all blade attachment of his pagalant is used on all blade attachments to alidinate stress on first two attachments are undervit to reduce this man wante of first two attachments and man of the two attachments and man of the two attachments of the second outcome the second of the second outcome outcome of the second outcome outcome of the second outcome of the second outcome outcome of the second outcome of the second outcome of the second outcome outco	The blade containment design philosophy for the compression is smilled that of the lam. The difference is mainly his having more waits, for compresses was codiv plus treduct waits, in persent persectation of the accelled are in barrecope tholes growing der known in the accelled are in barrecope tholes growing der known of all compression blades at phased impedation (coul open).
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## JITIT FAILURE MODE & EFFECT ANALYSIS

	Function	fullure Mode	Fellere Effect on Subsystems	Method of Detaction	Fullur Bilect an Englan	Suilves Rifort on Singeft	Corn Action from load
Bladwlock 4.5.1	Motolin Planes in Clark, Misser	Shear	36 0 4 3 3 3	Son complete airtail		See complete airtuit suppration,	Sue complete att.
Blade Ttp Strents 4,4,2	prescelo att mating	L. Excepte	Possifie performance lass, effi- clency and worth morehn, capesol- ing upon awarity.	Reduced Chrust, incressed ISEC.	Performance fore, ineffi- chem operation.	Sono. Replace at 2002. Naul.	Emplace at over those fuel managerment, possible re Elim of englise for pure warke.
		Z. Foligue erzeku.	Sweekeng of whrend could break off inspection at overthaul, Kone but misseld not cause noticeable expende or decrease in porformance,	Inspection at everhaul.		Kucia	Novie
States Vena	Mister Vens Direct air trom retor h.b.6 ot proper engle for following retor.	l. Pectial sepuration.	Vara could turn mideudys, block allifor and excite soons, dutrease in parionments, possible rator fluter desage.	Reduced threst, have. Partareance loss.		P.E.A. the inspection and parts replacement.	Копи
		2. Complets [F.O.3 assertion, total	1.0.9. domintress, performance love.	Increased vibraction, reduced three, bure-	Percease in angina purfor- assics depending on propo- actor damage.	Foatlols I.F.F. and P.R.E. for overhaut.	Reduce spe or abus- does engine as vis- brandon level dic- dees.
8;88 6.5.4	Supporte foresting biades, seedle, spacers, courtenostalies,	Gracka	None	Inspection at evertant, kens		Hore, Replace of over- Hone bask,	Hune
		2. Rise lux sermetoral fullure.	Extensive datagn to surroundings in the control of	Increased wibertion, recomes thrust, bores scope inspection,	Duragio to engine casas.	Possible i.F.S. and	Reduce ross or ship down engine as vi- bration level dis- tetes.
	•	S. Fracture	Sovere desage of high campressor faces. Severe unkaliste and per- fermants love. Capes sames con- rain tite level of coursy. Pre- side (ettives of n't and bearings.	Poccased Ton In- created vibration, Loss of Ehrust, bore- subje Inchection,	devero vibration and loss of failed paris through case.	1.7.5. and P.E.N. for Overhaul. Formable F.G.D. from project	bhit com,

## JIF17 FAILURE MODE & EFFECT ANALYSIS

į		Febre		Herard Chassificaties	! 	Detige Philosophy	
		4	-	*	 : <b>3</b> 5	To Preclude failure	があるとは、 ないのでは、 ない
Blazeloch C.4.3	The total of the t		t	1	there stree provided to effect of vi	Lock is not of bent construction, load it pure thear stress having or extremely low. Redundancy provided it that social blade is retained by two loaks estims of which can sollite and the first orige has addepen whouse which help to restain blades.	Bocar is designed in withsteams a 102 bisde labs in any one of sec this individual the effects of this faints mode.
Blade Ilp Shroud i.e.2	Mencable of mealing   surface.	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		*	BLASS	Bladu via glantenne state for thoumals plus worst nancuver leads. Durakility is substantisted by extensive JB experience.	
	 	2. Petigre cracks		×	Bonaye only cracking.	Hornycock is branch to a backing plane to limit cracking.	
Stator Vone	Direct all trons rotor at proper engle for following notor.	i. Parties separation		*	Each v	Each vane is suchasically streebed at both ends. Both ends sto guided centilever Bealgn to reduce deflaction. Forgod construction is used.	Boditiva retention of vanceanta will reduce 200 to bidding.
	· · · ·	2. Complete coperation		×	Each very set los	Each vace to enchanically ettached at both onds. Both ends are guidade contliever deatyn to reduce defloction. Torgod construction is veed.	Roditive retantion of wann ends will reduce POD to highlay.
78.4 7.5.0	isipporto rotating (b) ades, sealo, spicore, rountotetalios,	Crecks		id .	Attec of the art of th	Atter anothining to the finel configuration, the disks are obligatory barref fittlands. The disk is otherised in an obtained alury to answer second, motherized autition in critical areas, such as but holes. The object of the holes are counded by the plury and assail impurion(son are smoothed to prevent stress concentrations.	Alter anathining to the final configuration, the disky Borancope and Y-Ruy Industrian will reduce this facial d.  The disk is whitely being fitting being the disk is which and Overspray specific its provised in each final time control, notificitive and control, notificitive spacet, notificitive sources and control in the control is and so built holes. The allowness control is control is an interesting an interest of the face are counsely by the clurky and small impressed to a smoothed to prevent stress and content controls.
		2. Kin ing structural		×	Vibrations of	Disk ris configuration accounts for their and blade vibratory interactions and uses oftens levels consistent with outsiting PMA engines.	The 1972 blade lose capability of the deal-go will reduce the offacts of thin failure sould to sare excent.
		D. fractore			7 The 4v	The everage tengential effect to the complessor is	्रक्ता स्था
					The disks PMA tulb (	The disks for the high coopsussor are mide to forgon PMA tule (modified) Mespaloy material. The PUA 16's Lisks used on the 138 engine democratest very high toughers and recidence to the charms cycling superioned with supersonic engine fransient Ehermal stedience.	
					After for the solf to suffic	After rough chapes are machined they are soul; tretud for including and foreign apposite, they are then such rector in the emplification of the such teacher in sufficient space to prove that the disk has the miniman strength required for the generial.	
						:::::::::::::::::::::::::::::::::::::::	

## JTF17 FALLINE MODE & EFFECT ANALYSIS

Cree Action Regulard	Sone	Reduce tops or shoc down engine as we. bracken tevel dic-	Mone	None	Reduce ripe or sout down engine as vi- bratton level dir- takey.	Meduce rps or shut down ongine as vi- Trator level dic- tate. Gloss first manderst, request inspection.	11,500	Name of Beliefe.	Pane	este g	Reduce the or shut tives on engine vi- tration level dis- rates.
Sullers Effect se Aircreft	None, Roplets of over-Sone hadl.	Fourthis 1.F.S. and P.E.R. for everthall.	None, Amplace at over- Mone haul.	Nour. Replace at over- Kane Reul.	Formable 2.8'5, and P.E.B. for importion and parts replacement.	Possible Lift's, and 2.18. for inspection and parce uplacement.	P.F.R. for Inspection and parts tepiacopant.	Sales as 1 above.	Repuir or averhault.	None, Keplace of over-Bone hauk.	Possible 1.F.5. and P.K.B. Co. inspection and parts replacement
Follers Effect en fagier	None	Vibracino incrense.	Notie	None	increased vibration.	Performance Loss.	F.O.D. to aft parts.	Same as 1 above,	None	XC 20	Possible slight increase in magine vicration if coly one boll fails. More vibration if a mader of boirs fail.
Mathed of Detaction	Inspection at everhaul, None	Increased vibration, decreased typ, reduced threst. Inspection at overhaul.	Inspection at averheal, None	Same as 1 above.	increased vibration, nokay fundown,	Higher TSPC, reduced thrust.	Inspection at everhaul, \$.0.0. to aft parta. notey ruidous.	Same as 1 above.	Inspection at everhaut, None	Inaperator at overtheir None	Increased vibration.
Pallera Effect en falksyston	Nour	Contact between blades and stationary values.	\$60¢	None	Mey coust increase in disk tem- perature and disk cruep,	Nacomalve went of kulfu edga eests : and lands, techaga.	Crack propagation within disphraga with practing section breakail. Long of function	Same as 1 above.	Loose ratur stack, possible ()	None	Consedit votor vibention.
Fellure Mode	i. Crecke	Z. bructuen	I. WEAV	2. Cracks	3. Whenstee	S. Bricklie	2. Structural	Rub, weer and Kracture,	A. Proloud rolanation	8 N 2 N 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Feet tore
Parent Pa	76.83		Provides path for teroling air flux.			Prevent Interenge air recizi skation.		Frovent interstage air tecifroniation.	Mulntain axial figura-	. "	
1	18 per 20 c		Boro Tube 4.6.2			luteratego Ale Sasa Land ond Displayings C. F. B		Seers Seers 5.8.4	Tishelto 4.5.0		

#### ITTIT FALURE MODE & EFFECT ANALYSIS

Sheet :

:	:	inscalled	prevent disk		1	e. Los Ap						bradisky crees constructed by the design of the state of
Printer Mahaman	PARTIES COMPANY TO	Redintestant inspection provides method of installed delection,	Multiple timbolts will help to tetain again pieces and deduce of all fallated development manage. Blade and care engagement will that roter ai allguame and prevent disk contest with stationary parts.		Leadacharage inspection provides section of intelled inspection.	Vibration monitoring will defect this follore. Lot Applying to provent large temperatures.						In the event of multiple built failure, heade our cone congenement will limit the efforce be braiding the cone and preventing beryon density, mentioners. Whe atture continue will detect these failure,
to the state of th	16 FTGGENER PHRIBTS	doles are polished and surface peening is used to reduce concentrations and increase life,	Barraiod deeign providen large radius daeign to reduce bending Breases. Knife sõga seals are apprace from spacers to provent feilere propaga- tion.	Both tube and seilas kurfisca are hurdfaced and polished.	Supported at both ands, extramely low extocess. Fully machined forgings with a single but, weld in a low extrass area.	Coulsauration (takes crack propagation.	e Confeel conflueration used to regist bushilas.	Configuration and stream levels proven in 136.	Clearanca allowed for thermaly plus worst maneuver loads. Configuration of seal provides support in the event of cracking.	finite are pretanded to 90% of the 0.2% yind attempts at essentily to ensure pretous without relamation.	Boils were Duppished as isel disk to damp vibration and arm fully machined to increase resistance to cracking.	Tibbils are designed to withstand bearing soments created by a 10% blade host in any one state while confinding to transmit to bine torque, Hydratily structs masmaly to used to all minds to retional stronges.
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Menara	<b>E</b>	~~										×
1	=	<b>14</b>			·	<b>34</b>	*	×	×		*	×
	-			<b>×</b>	¥							*
Politica	ŧ	Cracks	Praceura	26.94	Cracka	Ectonsive	Buckta	Structural fallura.	kub, we and dracture.	Prelose	Cracke	e packura
	- <b>-</b> ·	. d	ـ ـ ـ نا	<i>-:</i>	~	ri.	÷.	. ak	. ¥ £	<i>-</i> :	÷ .	ન
Femilia		fotor spating and improvet.		prevides pack for cooling our flow.		-	Provent atomoray		present interstage ets re-frontecton.	Maintain axial elgic-		
1484		Spares 4.2.1		Bore Tube			interaction	or o	Knife Edge Keals c.v.D	Ticholts 4.9.0		

Combusion Askal section stree. Discording 6 overhose. De Gross. Surgans & Signi intust decay. For Surgans combusion darked pur burner. Possible f.O.D. to 'crested Viterion, sible F.O.D. to burner. Subjection, sible F.O.D. to restend viterion, sible F.O.D. to burner. Subjection of the F.O.D. to restend viterion, sible F.O.D. to restend viterion vit	 Medice type as Telenose (as a constitute of as leading to the as the astronomy of a feet.)

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THE RESIDENCE OF THE PARTY OF T				Postain retention of vano ands will radus domarceam damage.		Bual politic accuratings provides redundancy.
Beath Philipsen and the Company of t	Vo Practude Californ		Serie at 4.5.0	Sarce as 1	Configuration and atress levels proven in 138.	beigned to ellutate thereof and pacultain lacaman
	2					
Natard Clessification	Ξ			× .	ж	м
. 8	-		×			
Fellure	4		i, Gracks	?. Breskage	Le se che	Nrchen Kerut Nrchar pin Vraakuse.
			Stratghton atretou to	priesty commeter.	Supporte last empres- ser sage knift edge seal face.	, for
4		S PHINAN COMBUSTOR BIPPUSER 5.0.6		5,1,0	Seed Support 5,2.0	Combustor Anial unitating

# ITET FAILURE MODE & EFFECT ANALYSIS

Sires :

the state of	Fuerties	fallers Hade	Parlace Effect on Substantiare	Merked of Deservies	Pallery Effect on Legist	Selliure Effect on Account	Crow Artine Romared
6 PRINARY CONBUSTIN 6.0.0							
Outer Cess 6.1.6	Presents only to con-	i. Crapks	Neghtrable strains loss.	Inspection of overhaus. Nous	Morio	Parts replacement or repair.	None
	22 DE	A. Ruptor	love of taretion of case support looffor provising containment. Vary from loof of air only to law of air sed fuch possible file.	locressed vibration. First wereling.	dostilis signa fire. Trob- able secor stantigament,	Ponsible 1.F.5 and F.E.R. for parts re- plesument or repulr.	Escripting tont sliveoff, Reduce rest or shirt down engine as whitecon forch dicentes.
		Mark Mark	Cietotian of bakin audiustor, re- inced combustor officiency.	Increased ribration, decreased rpm, in ureased 1871.	bocal overheating, if anny, fight thrust decay. Loss of forthe alignment if extended after. If manature, contact of blades and vants and avertoad of No. 4 bearing.	Poenible 3.P.S. and pavisble F.B.E. for pathe roplacement or rapefe.	Anders spine or sine deep engine as vi- bration lovel dir- faces.
	Separation wall for	i. Grucka	Negligative eirting loss if minor.	Inspection of everheut. None	Mone	Parta replacement or robate.	Tene
	Kerking vanne aud Kn. 3. hearing.	2. Nupeure	lacs of ligh rator eupport and	Ancressed vibration, decreased Tet.	the raceds turbing vanues and support ving whiten to com- buck potor bindes. Thrust decey,	founties 1.8.N. and probable P. R.K. for parks replacement ocurrence	Reducter spin on what down down engine as al- traction level dis-
		3. Suckitng	Distintion of meth combutor, be- duced combusion wilsciency, lacal convenencing, possible difficult dioassembiy.	Increased TSFG or Sm. apecition at overhaus.	Locai overheains, siight thoust docax.	possible tiplo, and plant, to be a plant, to be a temperature or registry.	reduce the control down angles of bracton level div.
Agrandad Canbustos	Min fuel and sir and	l. Crszka •	Regitation of a distribution pair-	Inspection at overhous, Mone	Mone	Porth tay (actorist at reposit.	Pane A
		2. Recabilt of all and barrout of areas.	Altor n.r distribution patron uttal incressed vibration, change in respectative spoilible. Frances pay incressed that spois on from or outer cases. ISFC.	7	f.c.b. to cuthine, possibly distanted temperature pro- file which will demone tur- bine, perforement tons, thrus; decay.	pacobalo, and and according to the pacobalo, and according to the accordin	Reduce upo or what shart shart series of vi-
		J. seckling	Altaced air dhirithuism pettern, reduced porternance, altered teargerature exil profile plus order shie burnout of combostor.	Increased vioracion, reduced rps. chenges in competence indi- cation, increased the	Same a debove.	Possible E.F.B. 199 F.E.B. Sociation re- placement of contra	Budgue tpm or einf dum eighte eo tem preseure os chise fign dictetes.
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		į	-	=	2		
FRIMARY COMAUSTOR		:					
Cutter Cosc C.I.O	Procedure well to con-	). Gracka		×		Former inverte one price lorging with no which. Rest cash has only but whice.	Ministra exide and hopens prezent propagation of craves.
	Sign Milanes Annual Ann	z. Aupture		м —————		wall thickness sized for buckling with requiteer low noup attens.	duct hosist walls will shield the alterate etimeters from the effects of this Islance made.
		3. Bucktfag		*		Ass costed to reduce possi toaperaturet. 30% Buckling bargfit wood.	Any missibant of thing remaining from this fullare moder of a negative of the distance of the stationary parts.
Princes Cand	Sapacetton wall for	1. Cracks		*		Serie no 1 152 h.1.0	Salaw we i for bala
6.2.0		d. Raptore		×		Same as 2 for 6.1.0	Same as I for B.t. (
	and do. ) hearing.	3. Buckling		× ×		tank as 3 for 6.1,0	Sattle as I for th. 1.A
Approduction Caphing con	and air and	.). Cracka	×			Patonsive use of butt milding pins soduing con- struction minimises thanks atrouces.	Maduler type conservetten that a cross prapagation,
	6011490	2. Broakout of sysse, burnout of eress.		×		The high volocity flow over the endulm, and through the ram altacopas provide basic cooling by ton- vection with supplemental coaling woplied to incide directly exposed to the not gasas.	Possibling pieces the 18 distinguist to received:  Possibling pieces to Poduce N.O. C. Cubing and to support  recenting pieces as on to receive additional distinct distinction. Typeoperates pieces the distinction. Typeoperates prefile.  A distorted temperaters prefile.
	-	5. Buckting		×	The state of the same of the state of the st	The model of contagt used in the number combustion channer of inference and other contage and contage contage contage are entraged on the wall three and there is the more channer can be contaged on the wall contage of the more channer contage con	tombinator vanliguezijan viil rodure metion diazatijan fram kuskiga. jagunat kuine pina aik simat etenat framilalis planed hidem prutfood for huttivige inspection at phased kuspection.

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Combastor	Lande and everyour	Freeçan	Make to separate the a particular	Proceedings of the control of the co		Salvers Calest as Sakrath	Curso Author Respired
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#201 Burnes 0.3.7	fiber and spring courses. A for five.	A. Bridgard. Brockert or Brockert or	We feel to agreemed in the spection effection. Bodiesed combinering past- formence and oliveration of anxi- temporation profile.	NOT TENKERSO DE TESO. PERSONO CARRESONOS. EROS. REGIONA ENERGE. ERCEGONA TESO.	Function and introduce which comin discipe surban marior sublantum multipus.	Bongbin P.R.B. fin Baren Poki nepadi dr ropekt.	misses threat. Close fuel mainger
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